Traffix Group

Traffic Engineering Assessment

ADVERTISED PLAN

Proposed Residential Development

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

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Prepared for
Hope & Autumn Pty Ltd

September 2026

G34835R-04B

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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 September, 2026) are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	**Size/No.**	**Car Parking**	**Notes**
Studio Apt. One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	(88 total) 4 27 46 11	89	Parking rates: Approx. 1/dwelling
Bicycle Parking Provision		28 bicycle spaces	All at ground level
Other	**Notes**		
Vehicle Access	6.1m wide crossover to Autumn Street.		
Changes to on-street parking	6 new car spaces along the site's frontages: • Increase of 2 spaces along Hope Street frontage (from 2 to 4 spaces post-development) due to removal of two existing crossovers. • Increase of 4 spaces along Autumn Street frontage (from 4 to 8 spaces post-development) due to removal of 3 existing crossovers. Total of 12 car spaces post-development		
Loading Provision	Loading within the basement carpark for smaller vehicles and on-street for larger trucks.		
Waste Collection	Within basement carpark 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) 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)
Car Parking Requirement Category	Category 2
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

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Characteristic	Description
	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

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, car parking category map, and land use zoning map is provided at Figure 3 to Figure 6.

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.

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

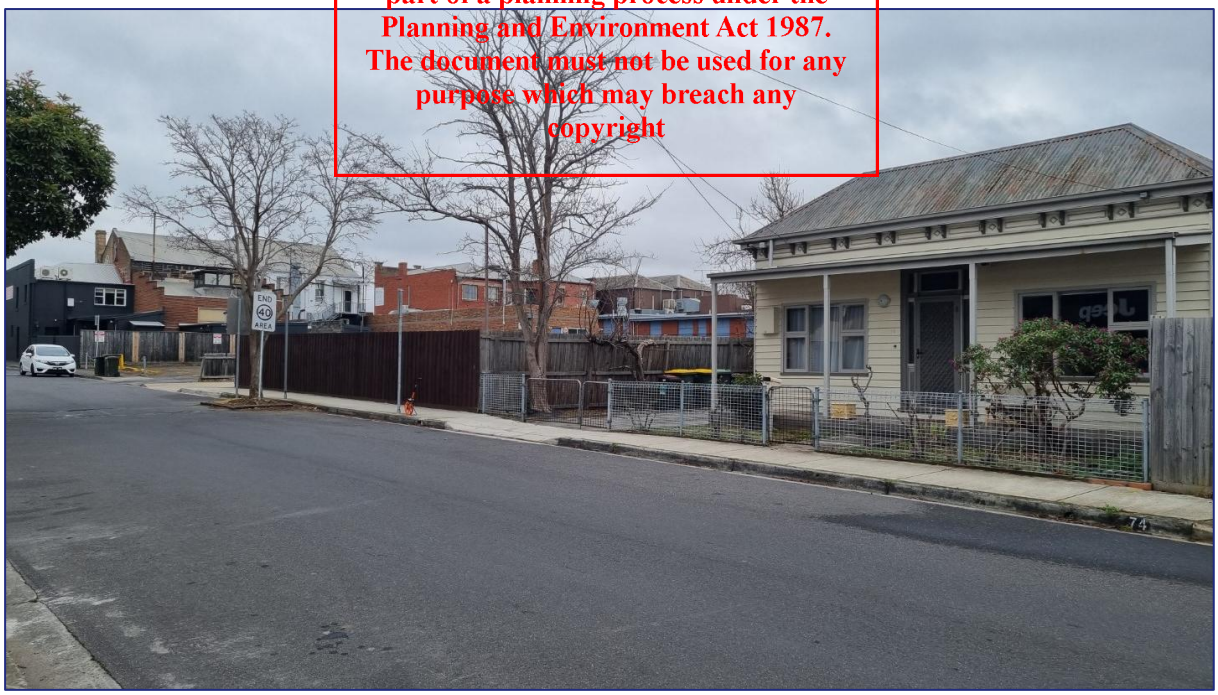

Figure 2: 66-82 Autumn Street – view north-west from Autumn Street

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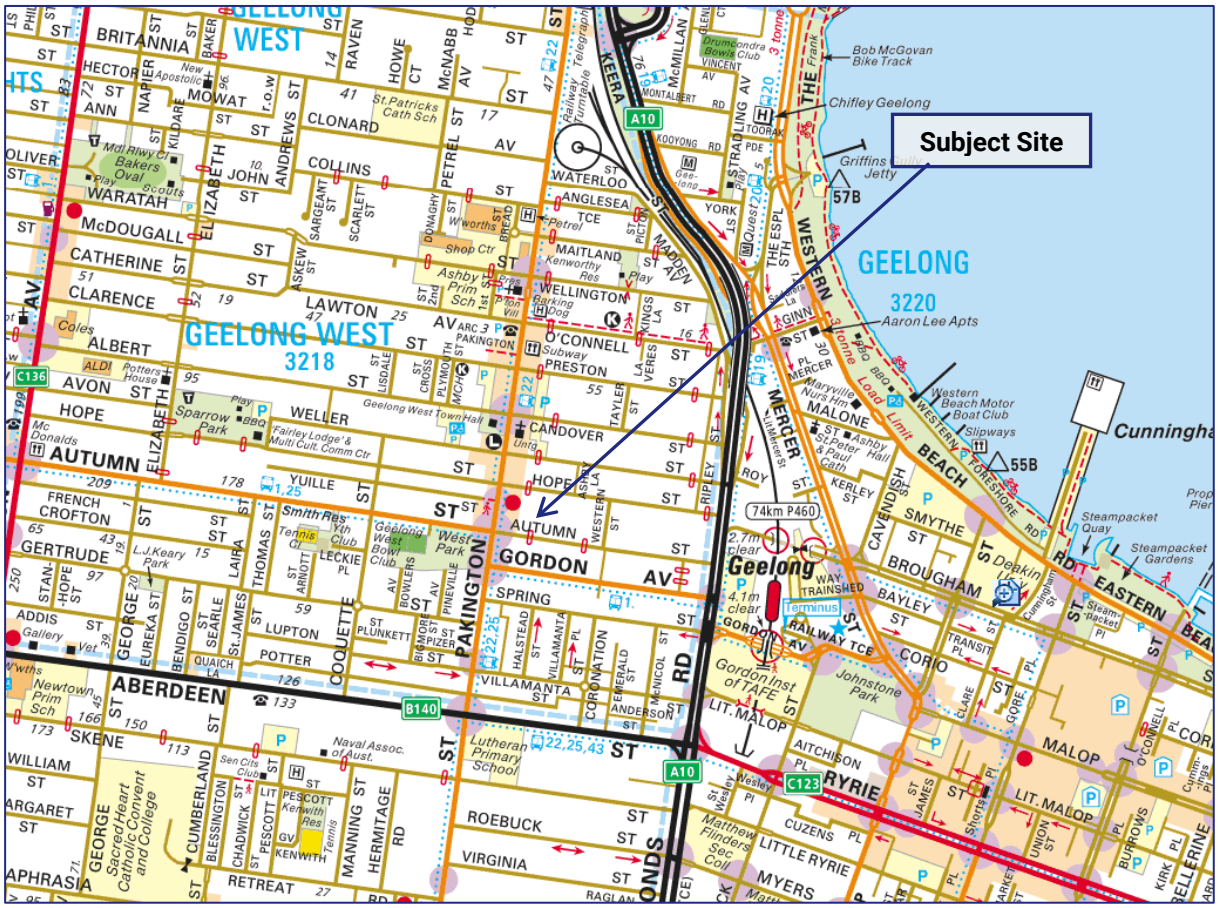

Figure 3: Locality Plan (Source: Melway)

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Figure 4: Aerial Photograph (Source: Nearmap)



Figure 5: Car Parking Requirement Map

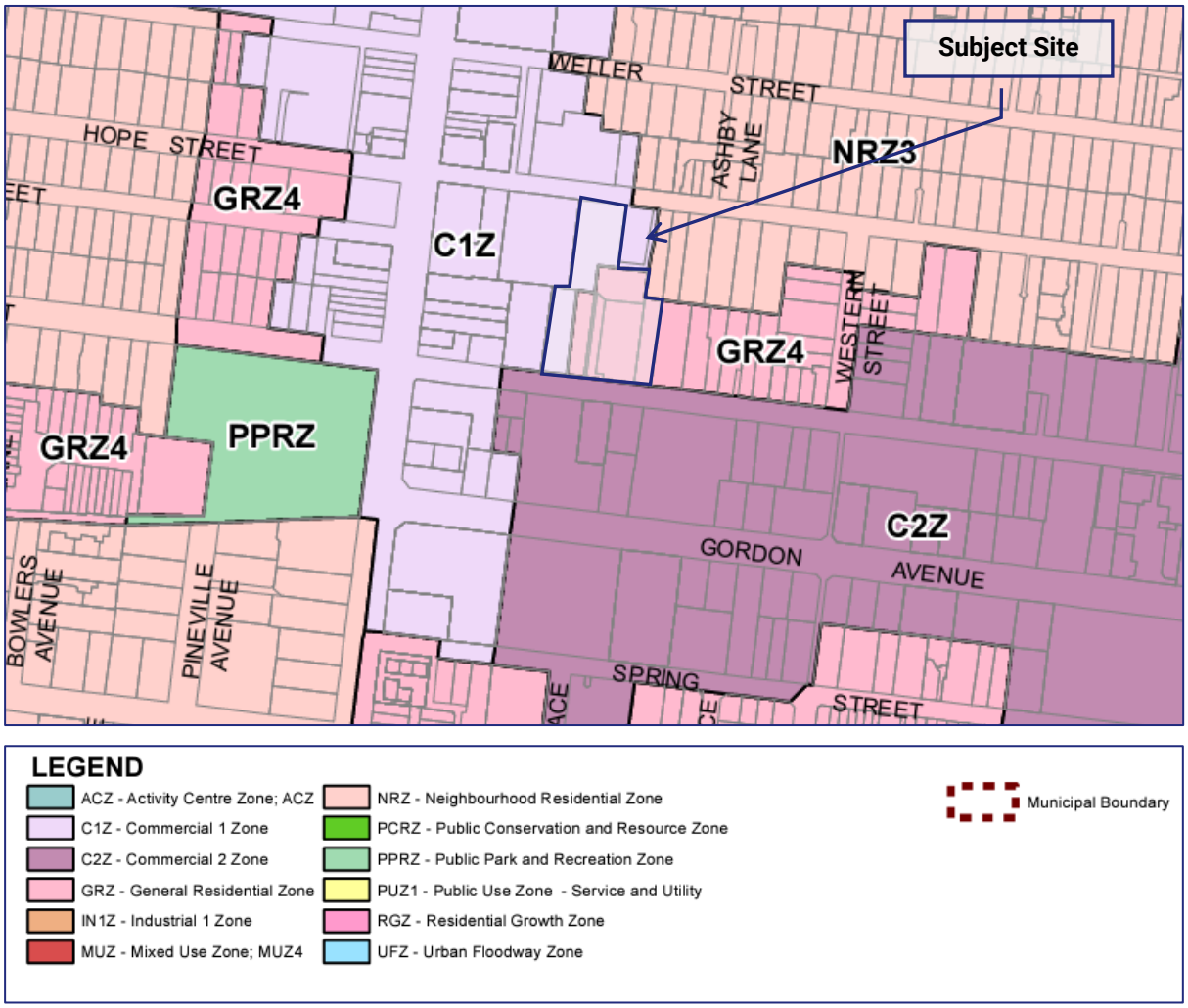

Figure 6: Land Use Zoning Map (Source: Planning Schemes Online)

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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	Classif-ication(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 7: Hope Street – view east



Figure 8: Hope Street – view west

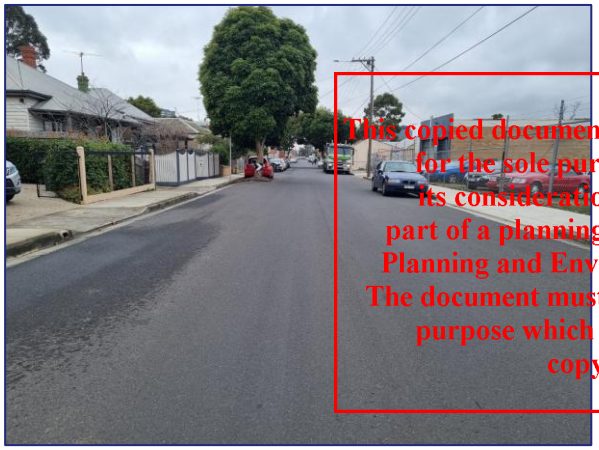

Figure 9: Autumn Street – view east



Figure 10: Autumn Street – view west



Figure 11: Pakington Street – view north



Figure 12: Pakington Street – view south

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3.2.2. Car Parking Conditions

Traffix 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.

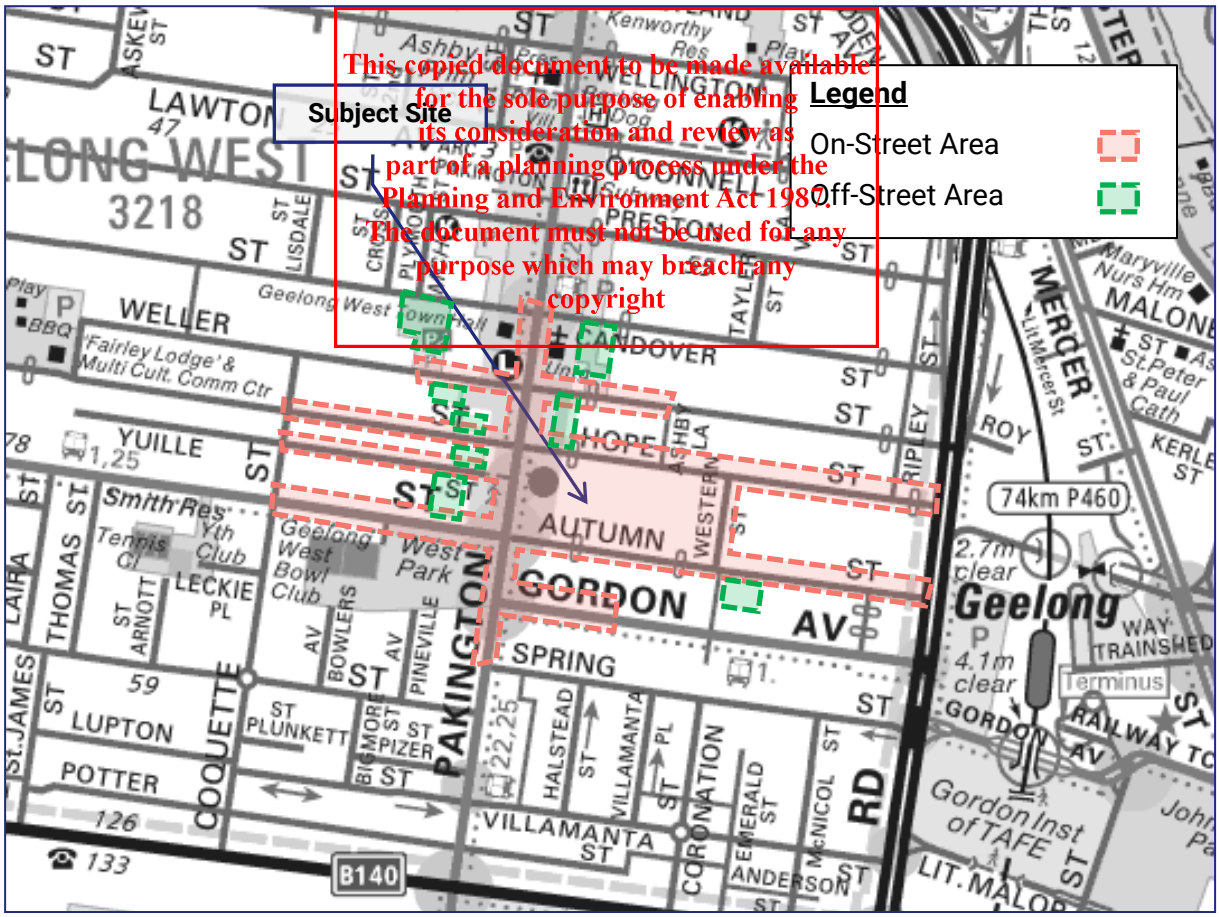

Figure 13: Parking Survey Inventory (Source: Melway)

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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 area[1]. 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.

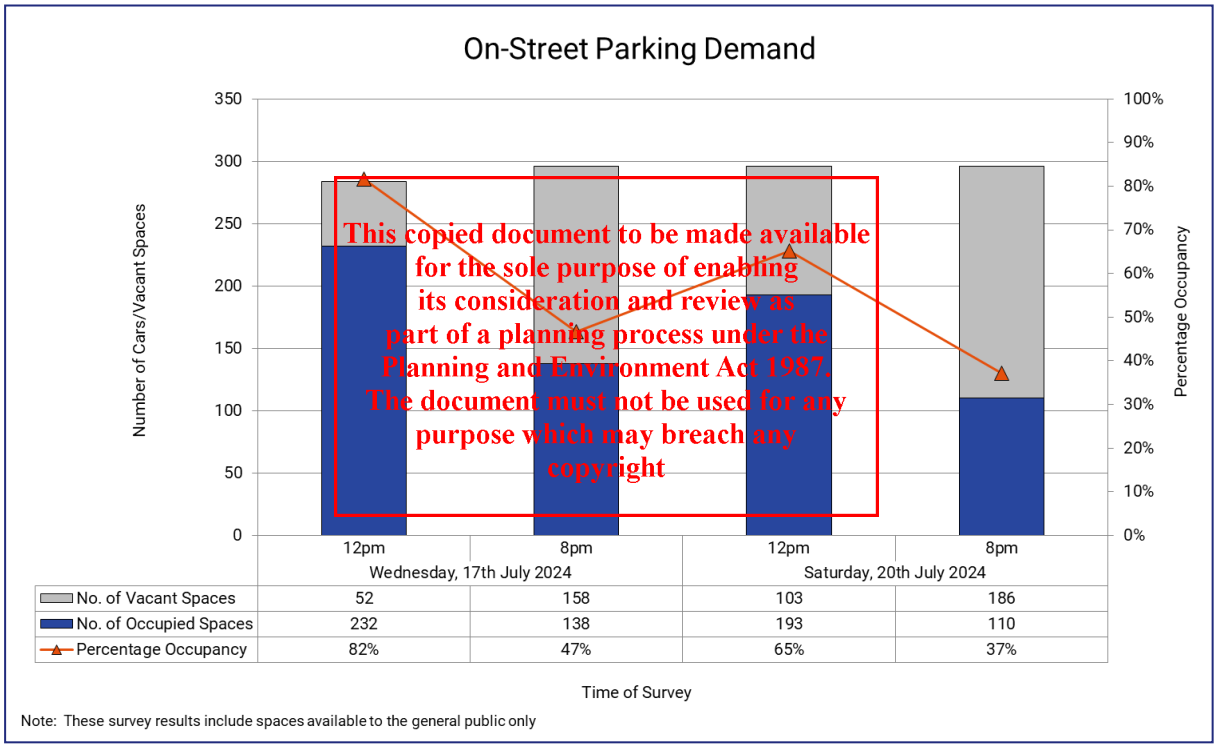

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Figure 14: Profile of On-Street Parking Demand

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.

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[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.

Off-Street Car Parking

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

- 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.

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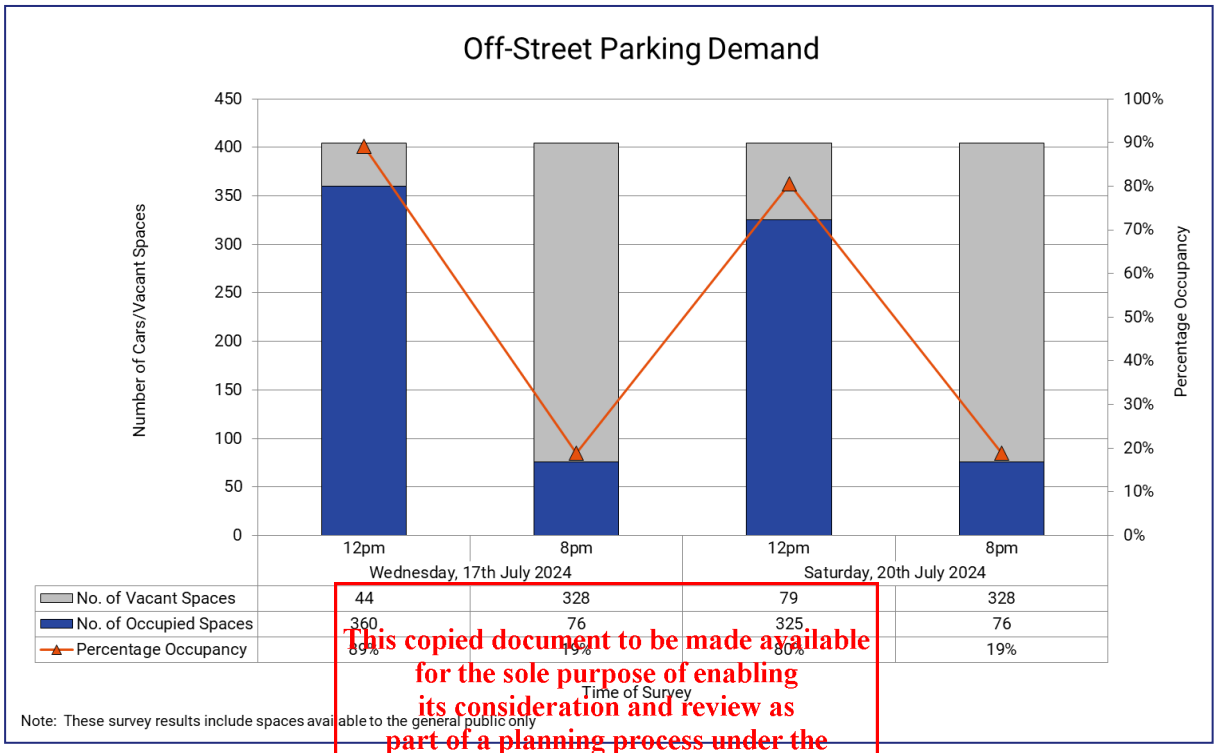

Figure 15: Profile of Off-Street Parking Demand

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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.

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 16.

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

Service	Between	Via
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 & Waurn Ponds
Bus Route 42	Geelong & Deakin University	South Valley Road & Waurn Ponds
Bus Route 43	Geelong & Deakin University	Highton
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

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Figure 16: 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 17.

Autumn Street, Gordon Avenue, Aberdeen Street and Pakington Street all provide on-road cycle lanes. Furthermore, an 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 18.

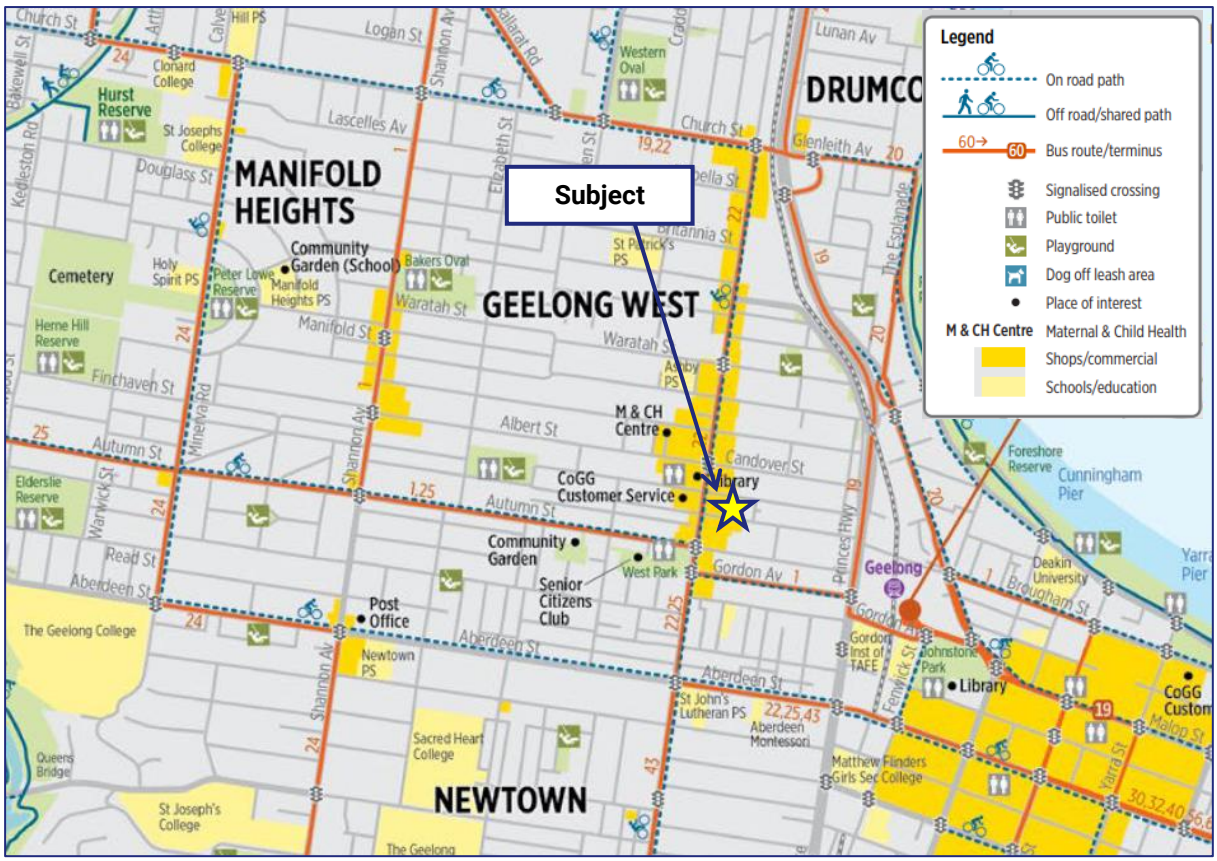

Figure 17: Greater Geelong Active Travel Map (Source: Greater Geelong City Councill)

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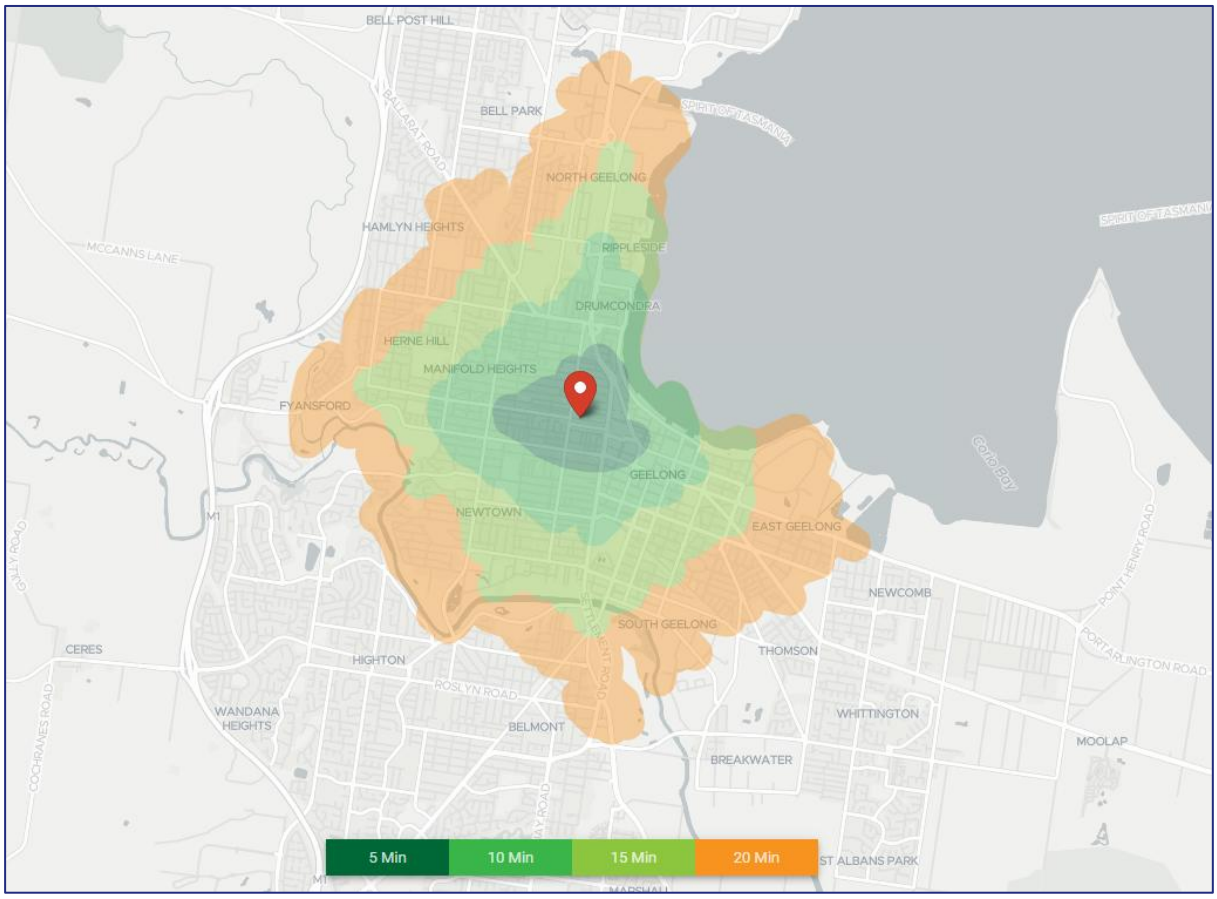

Figure 18: Map of 20-minute bike ride distance (Source: targomo.com)

3.3.3. Walking

The site is highly walkable, with many everyday services located within walking distance of the site. Figure 19 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.

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.

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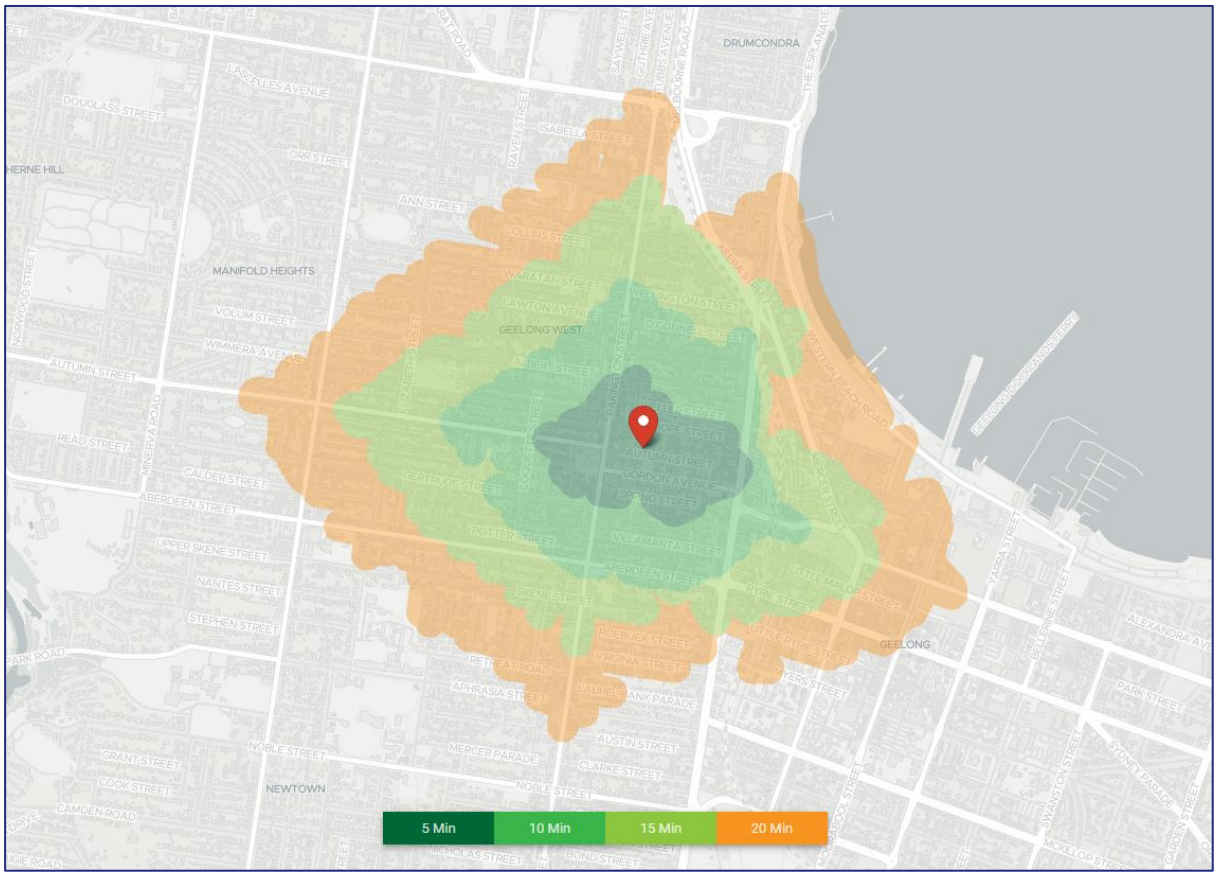

Figure 19: Map of 20-minute walking distance (Source: targomo.com)

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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:

> *Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).*

The site is located in Category 2 of the CPR system.

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

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Table 5: Statutory Car Parking Assessment – Category 2 of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Category 2 – Minimum requirement)	Parking Requirement(1)	Parking Provision	Shortfall / Surplus
Studio Dwelling	4	Minimum of 1 car space per dwelling	4	89	+1
One-bed Dwelling	27		27		
Two-bed Dwelling	46		46		
Three-bed Dwelling	11		11		
TOTAL			**88**	**89**	**+1**

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 statutory requirement set out by Clause 52.06-5. Accordingly, a car parking reduction is not required.

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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 28 bicycle spaces via horizontal rails at ground level.

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

Table 6: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents	Visitors	
Dwelling	88	1 space to each 5 dwellings	1 space to each 10 dwellings	18 resident 9 visitor
TOTAL				**Total 27**

Based on the above, the provision of 28 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 accordingly the bicycle parking layout acceptable.

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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 55.02-6 (Access Objective) and Clause 55.03-2 (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 55.02-6 – Access Objective		
The width of accessways or car spaces (other than to a rear lane) does not exceed: • 33% of the street frontage, or 40% of the street frontage if the width of the street frontage is less than 20m.	✓	Crossovers comprise 10% of the site's Autumn Street frontage.
The number of access points to a road in a Transport Zone 2 or a Transport Zone 3 is not increased.	✓	No access points proposed to a Transport Zone.
The location of a vehicle crossover or accessway does not encroach the tree protection zone of an existing tree, that is proposed to be retained in a road by more than 10 per cent.	✓	The proposed crossover does not encroach any tree protection zones.
Clause 55.03-2 – Parking Location Objective		
Habitable room windows with sill heights of less than 3m above ground level are setback from accessways and car parks by at least: • 1.5m; or • 1m if there is a solid fence with a height of at least 1.5m between the accessway or carpark and the window; or • 1m where window sills are at least 1.5m above ground level. This standard is met if an accessway or relevant car parking space is used exclusively by the resident of the building with the habitable room.	✓	Basement carpark.

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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 2.3m 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.	✓	The Autumn Street accessway is 6.1m wide.
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		
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.	✓	All car spaces are 2.6m wide x 4.9m with at least a 6.4m wide access aisle. 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).
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: • 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.	✓	The required offset is provided to all car spaces.
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.	N/A	No garages proposed.

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

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).

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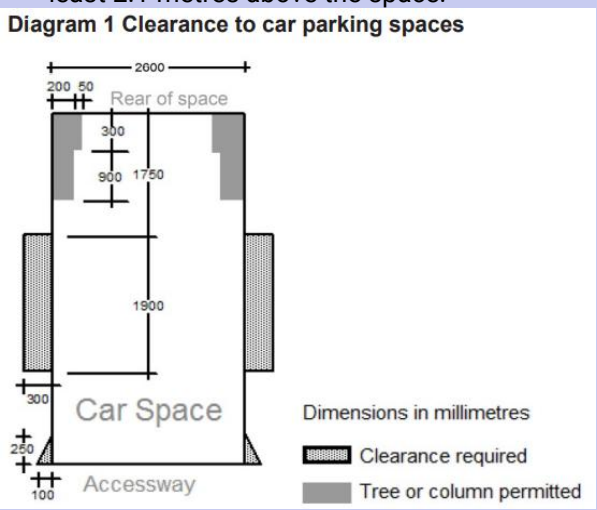
Diagram 1 Clearance to car parking spaces



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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 of 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.
Where the difference in grade between two sections of ramp or floor is greater that 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.

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%)

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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-05B, dated September, 2026).

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 and circulating to each waste room 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:

- All dwellings will generate 4 vehicle trips per day.
- 10% of the daily traffic generation occurs during the road network peak hours.

The resultant traffic generation for the site is 352 trips, with 36 trips in each peak hour period.

This traffic will be split east-west along Autumn Street. At its western end, it connects to Packington Street via a signalised intersection. At its eastern end, it provides left-in/left-out access to Latrobe Terrace. In peak periods, we expect less than 1 vehicle every 2 minutes in either section of Autumn Street.

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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 88 car spaces under Clause 52.06-5, which is met by the provision of 89 car spaces,

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

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

d) loading activities will be accommodated within residents' private car spaces, or on-street in the nearby area,

e) waste collection will be undertaken via a private contractor using a 6.4m mini waste collection vehicle within the basement carpark,

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

g) 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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HOPE STREET
AUTUMN STREET
DASHED RED LINE OF BASEMENT UNDER
SUBSTATION
VISITOR BIKE PARKING
ENTRY
ENTRY FOYER
H-G01
H-G02
H-G03
H-G04
H-G05
4 RESIDENT BIKE PARKING SPACES
57 HOPE STREET
52 HOPE STREET
SHARED LANE
P.O.S
WELLNESS
GARDEN SHED
COMMON GARDEN & OUTDOOR KITCHEN 452M2
A-G01
A-G02
A-G03
A-G04
A-G05
A-G06
A-G07
A-G08
A-G09
A-G10
A-G11
BIKE REPAIR STATION
14 RESIDENT BIKE PARKING SPACES
VISITOR BIKE PARKING
BIN CHUTES
FIRE TANKS OVER RAMP
RAMP ACCESS
PRIMARY ENTRY
FIRE SERVICES
COMMON PROPERTY OVER SEWERAGE EASEMENT
CONCRETE CAR PARK
14KL RAIN WATER STORAGE IN TANKS
82 AUTUMN STREET GRAVEL CAR PARK
GARAGE DOOR TO BE 50% PERFORATED FOR VENTILATION
FEATURE PAVING TO BASEMENT ENTRY
2x2.5 sight triangle
54 AUTUMN STREET
STORM WATER DETENTION TANKS
RL: 22.70
RL: 22.90
A 201
A 202
A 203
A 204
A 205
A 206
A 207
A 208
A 301
A 302
A 303
H-N
H-W
H-E
H-S
A-N
A-W
A-E
A-S
Y
Z
X
S
N
1
2
4800
4100
4630
1250
3550
4250
12350
7700
4210
7310
16260
8620
3000
4010
3690
4130
3190
4010
12250
5450
3180
23970
16590
16960
18420
17000
10200
15200
8700
3360
3600
5160
3920
3840
2090
2310
3500
5420
4970
7200
7160
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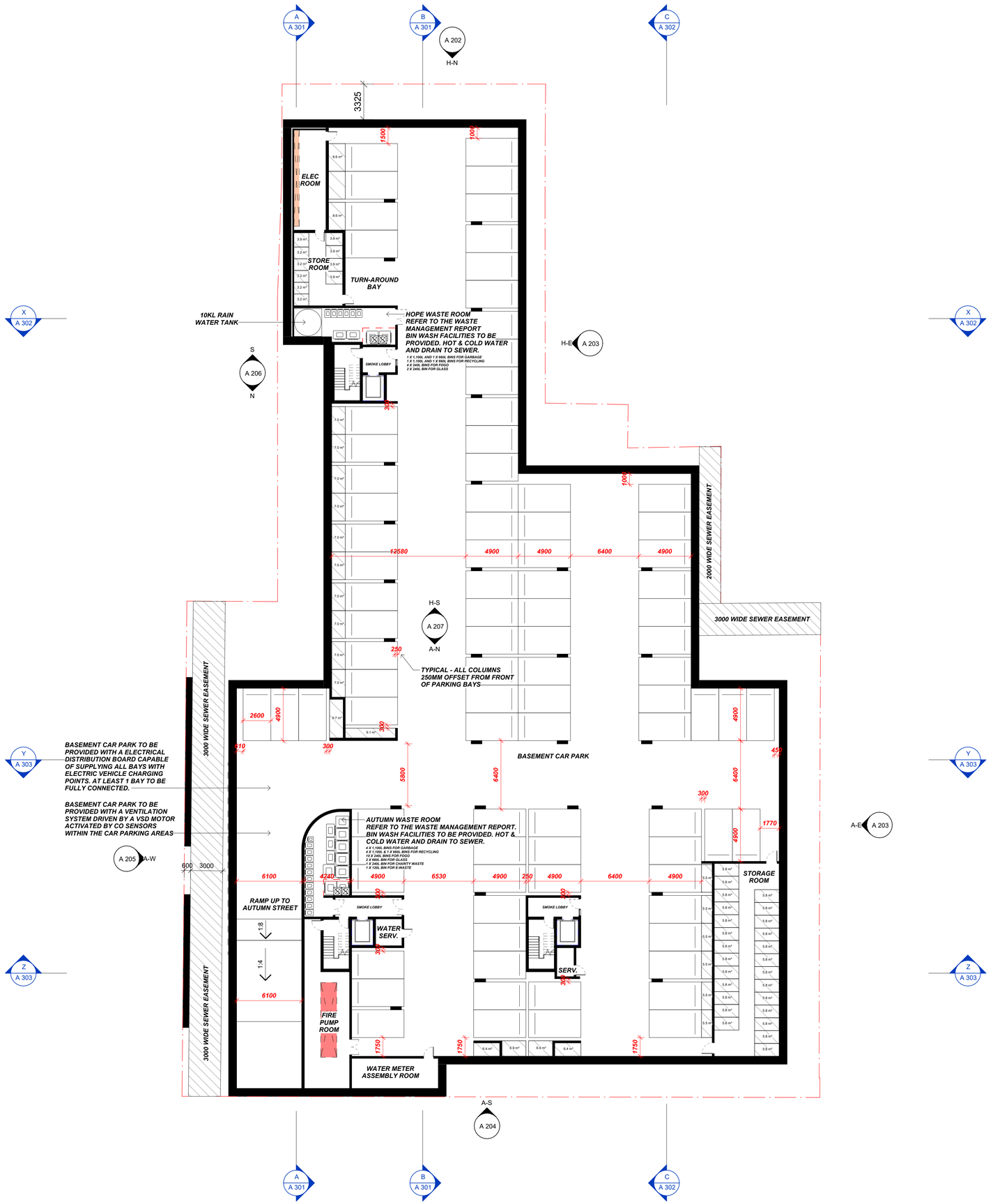
5600
4050
1200
1400
1800
1800
1800



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Basement Level Floor Plan
1 : 200

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE URBAN CONTEXT REPORT PREPARED BY AUSTIN MAYNARD ARCHITECTS, AND THE FOLLOWING CONSULTANT TEAM REPORTS;

PLANNING REPORT
TRACT

SUSTAINABILITY MANAGEMENT PLAN
GIW ENVIRONMENTAL SOLUTIONS

LANDSCAPE ARCHITECT DESIGN
PLUME STUDIO

TRAFFIC ENGINEERING ASSESSMENT
GREEN TRAVEL PLAN
WASTE MANAGEMENT PLAN
TRAFFIX GROUP

TITLE RE-ESTABLISHMENT & FEATURE SURVEY
SWANSON SURVEYING

ARBORIST REPORT
TREE LOGIC

2. ALL POS AREAS TO BE PROVIDED WITH A GARDEN TAP, STORMWATER DRAINAGE & A WEATHERPROOF ELECTRICITY OUTLET

3. ALL LANDSCAPING AREAS ARE TO BE IRRIGATED. THE IRRIGATION SYSTEM IS TO BE SUPPLIED WITH WATER COLLECTED ONSITE.

4. ALL ROOF AREAS, EXCLUDING BALCONIES, ARE TO BE DIRECTED INTO THE RAIN WATER TANKS LOCATED EITHER ON GROUND OR IN THE BASEMENT. REFER TO STORM ASSESSMENT.

5. RAINWATER TANKS TO BE USED FOR IRRIGATION AND WC FLUSHING. REFER SMP.

6. REFER TO THE SMP FOR WELS RATINGS OF PLUMBING FIXTURES.

7. REFER TO THE SMP FOR NATHERS RATINGS OF THE PROPOSED APARTMENTS.

8. REFER TO THE SMP FOR WATTAGE PER M² REQUIREMENTS FOR THE APARTMENT AREAS.

9. ALL EXTERNAL LIGHTS ARE TO BE ON MOTION SENSORS, INCLUDING THOSE WITHIN THE BASEMENT.

10. REFER TO THE SMP FOR DETAILS OF CROSS VENTILATION COMPLIANCE UNDER BESS.

11. ALL PARKING BAYS TO HAVE ACCESS TO EV CHARGING VIA A LOAD MANAGEMENT DEVICE.

12. UTILITY METERS TO BE PROVIDED FOR ALL INDIVIDUAL DWELLINGS. ALL MAJOR COMMON AREA SERVICES TO BE SEPARATELY SUB-METERED. REFER SMP

PLAN KEY:
B. = BED
F. = FRIDGE
D. = DRYER DW. = DISHWASHER
P. = PANTRY
S. = STORE
L. = LAUNDRY
HW = HABITABLE ROOM WINDOW
O. = OVEN
WM. = WASHING MACHINE

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FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED. IF REQUIRED, CONTACT ARCHITECTS FOR FURTHER INFORMATION

#	DATE	REVISION NOTE	BY
C	04.09.26	AMENDMENT	MS

project name
HOPE & AUTUMN

traditional owners
WADAWURRUNG PEOPLE

project address
51-53 HOPE & 66-76 AUTUMN ST, GEELONG WEST 3218

client
UP PROPERTY

stage
FOR PLANNING APPROVAL

drawing
PLAN - LEVEL BASEMENT

AM.A project number
240516

scale @ A1
As indicated

print date
4/09/2026 3:07:09 PM

Cloud Models:\HOPE & AUTUMN REC\UT240516 Hope & Autumn Revised Scheme.rvt

A 107 C

Appendix B

Car Parking Surveys

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Traffix Group

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
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
		1P 9am-5.30pm Mon-Fri, 9am-12pm Sat	4	4	2	2	2
		Unrestricted	2	2	1	1	2
		No Stopping	0	0	0	0	0
	North						
D	Coquette Street to Pakington Street	No Stopping	0	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%**

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

Traffix Group

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%**

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Eb/Wb - Eastern/Western Property Boundary
Mid pt - Mid point
ROW - Right of Way

Traffix Group

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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Mid pt - Mid point
ROW - Right of Way

Traffix Group

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.	**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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Mid pt - Mid point
ROW - Right of Way

Traffix Group

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
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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Mid pt - Mid point
ROW - Right of Way

Traffix Group

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.	**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**						
	Side of Road						
AO	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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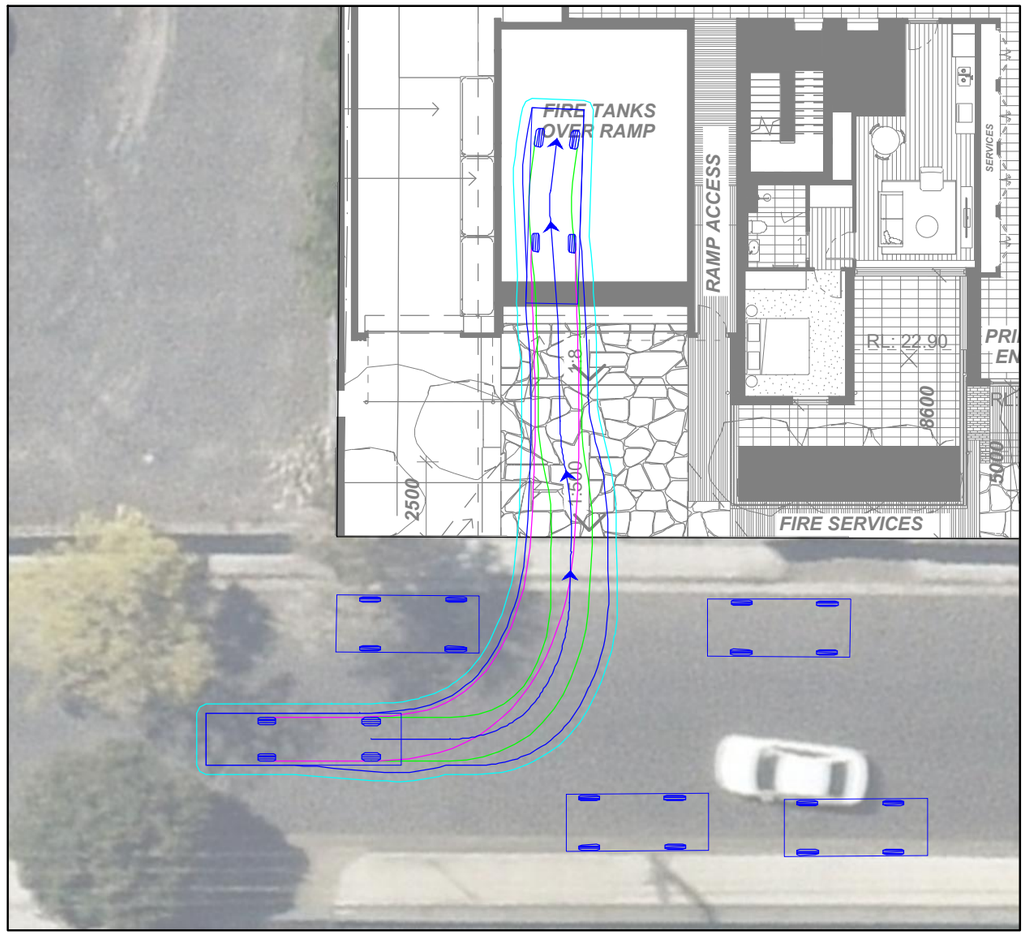
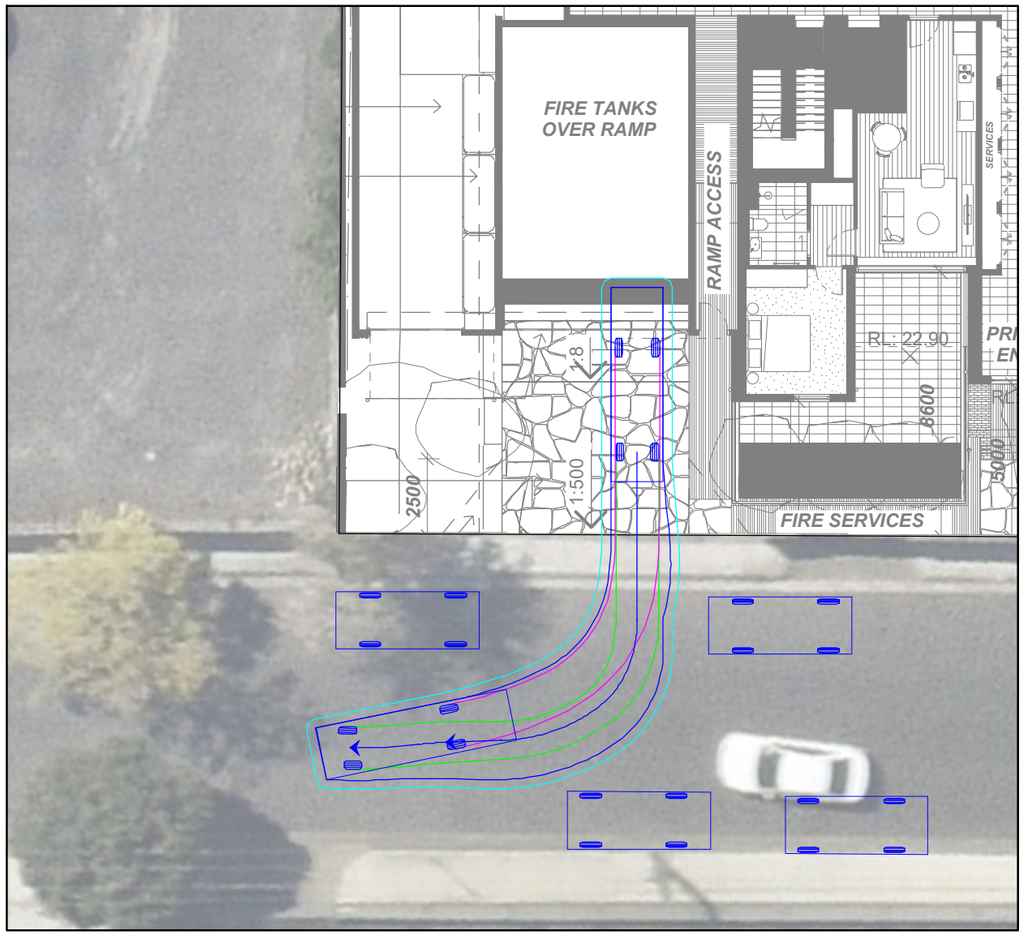
SOUTHERN CARPARK - WASTE TRUCK INGRESS



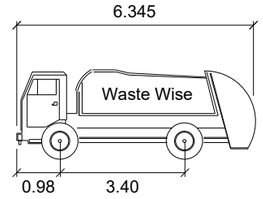
SOUTHERN CARPARK - WASTE TRUCK EGRESS



VEHICLE PROFILE

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 — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

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A	04/09/2026	TOWN PLANNING	J. YOUNG	L. FURNESS

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

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: A 101_PLAN - LEVEL GROUND_C.dwg & A 107_PLAN - LEVEL BASEMENT_C.dwg
DRAWINGS BY: Austin Maynard Architects

FILE NAME: G34835-02
SHEET NO.: 01

SCALE: 1:200 (A3)

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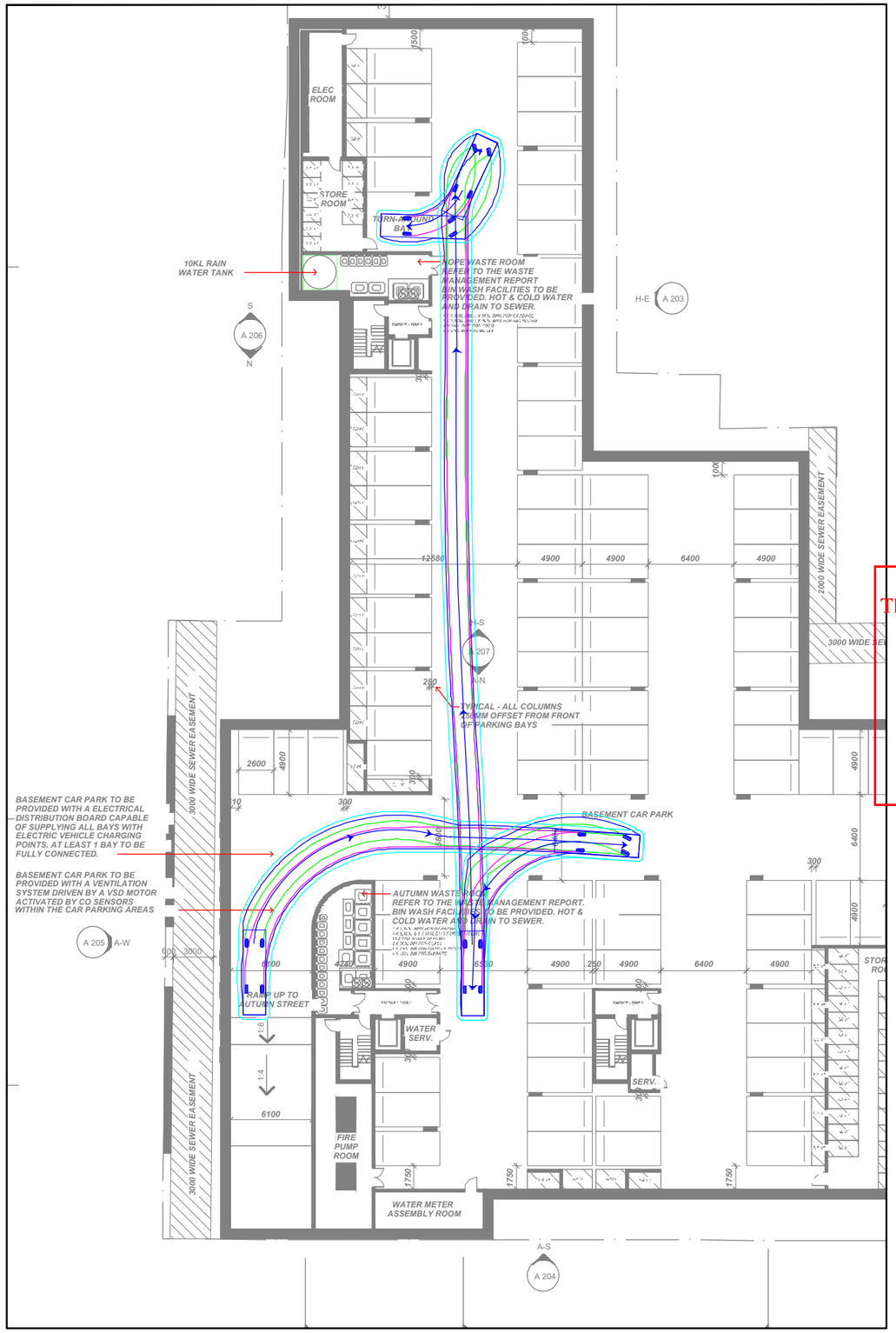
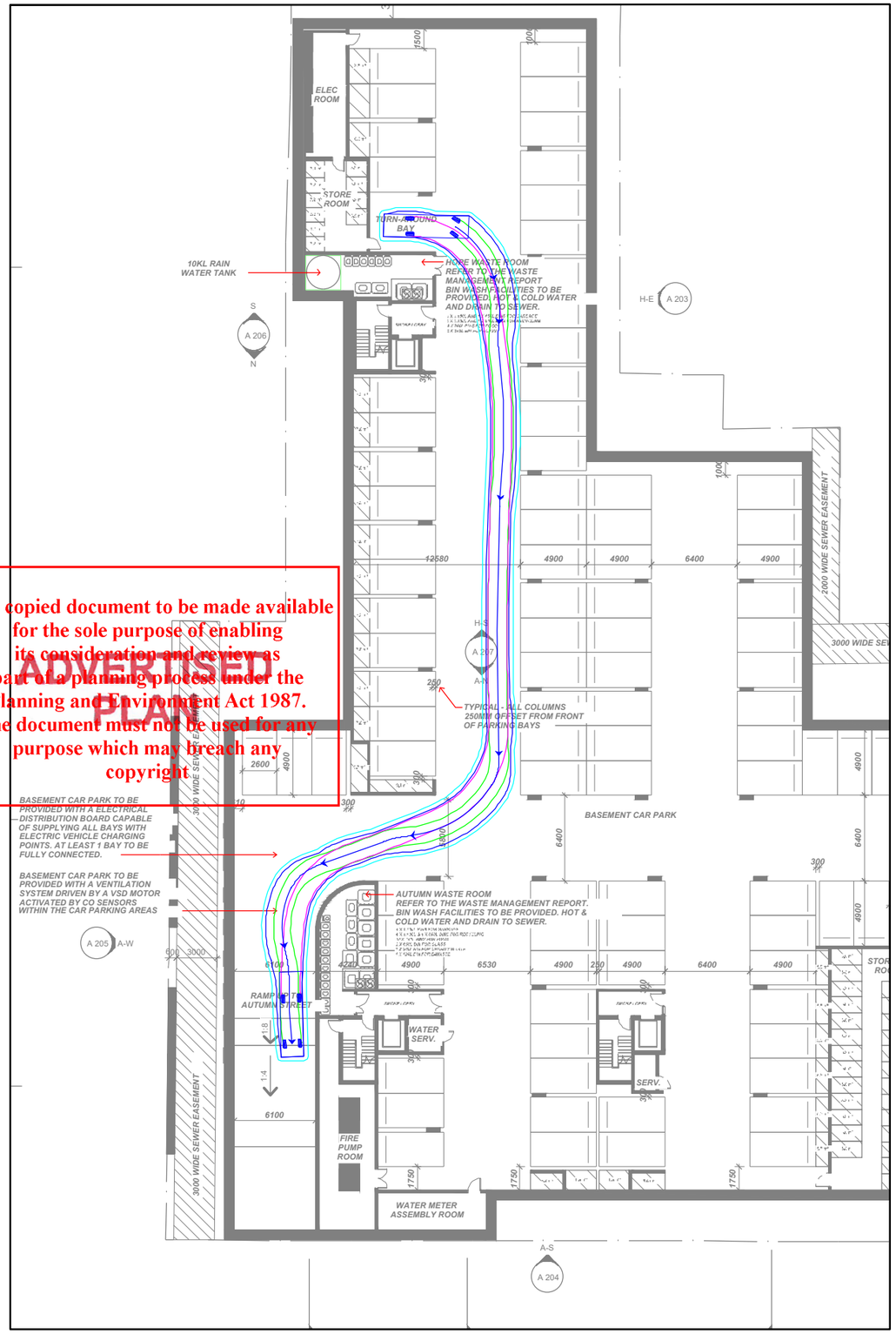
BASEMENT CIRCULATION - WASTE TRUCK INGRESS



BASEMENT CIRCULATION - WASTE TRUCK EGRESS



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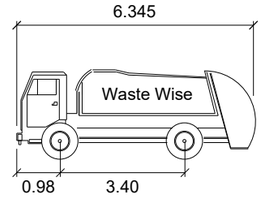
VEHICLE PROFILE

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 — VEHICLE BODY

FRONT WHEELS — BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
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51-53 HOPE STREET & 66-76 AUTUMN STREET, GEELONG

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

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FILE NAME: G34835-02

SHEET NO.: 02

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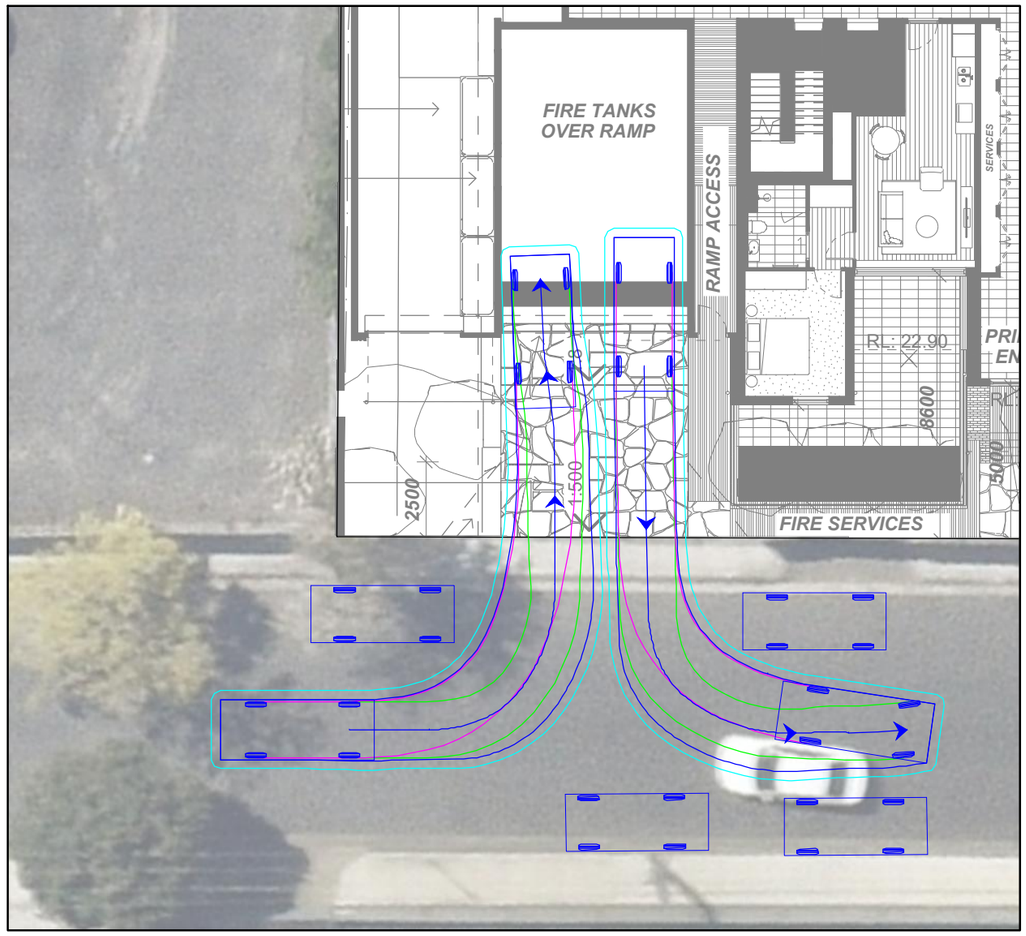
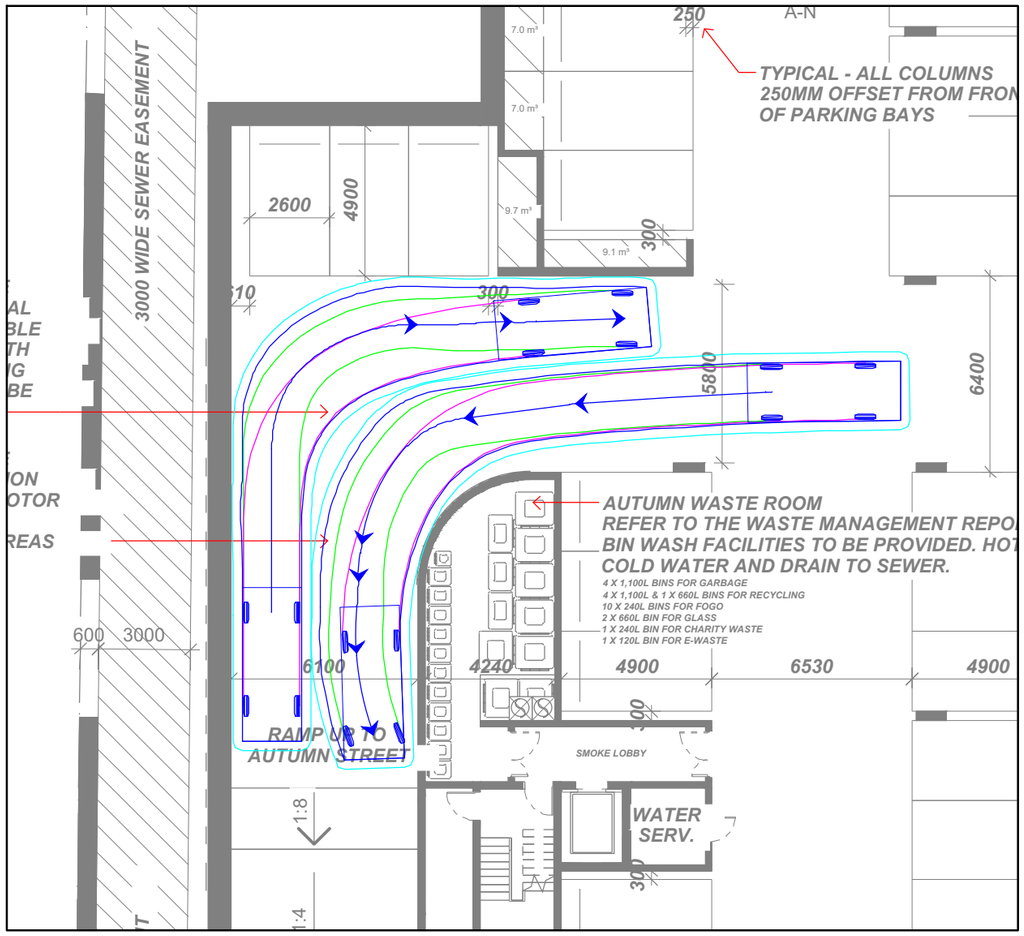
VEHICLE PASSING AT ENTRANCE



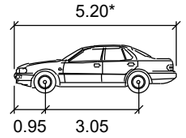
VEHICLE PASSING AT BASEMENT



VEHICLE PROFILE

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 — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

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

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

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FILE NAME: G34835-02
SHEET NO.: 03

SCALE: 1:200 (A3)

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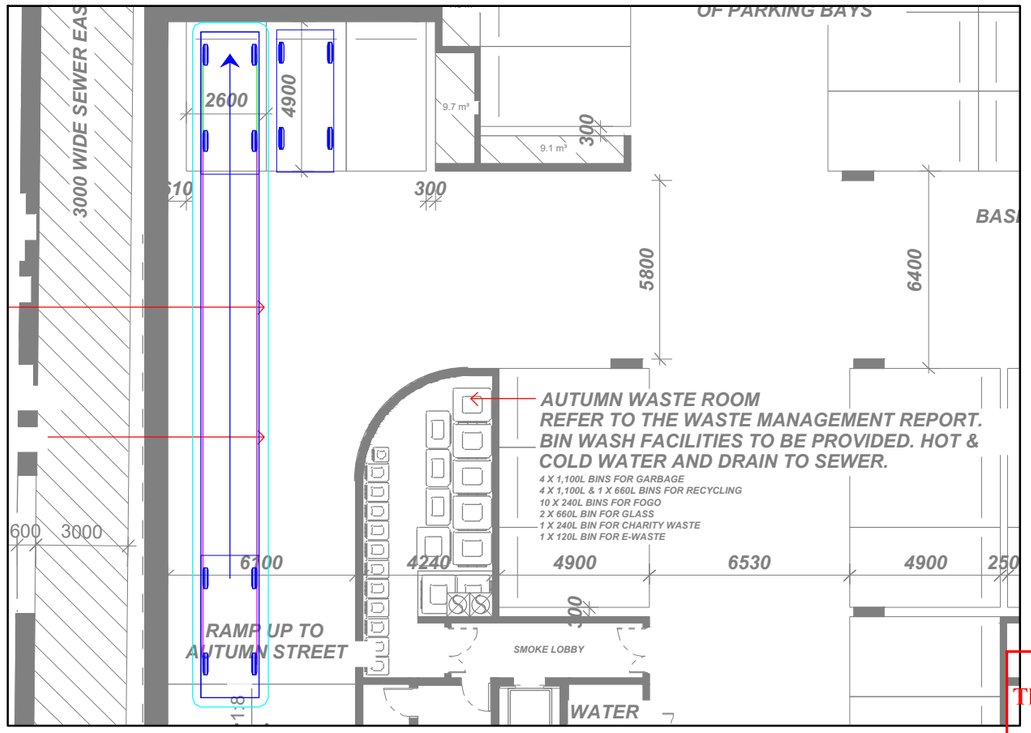
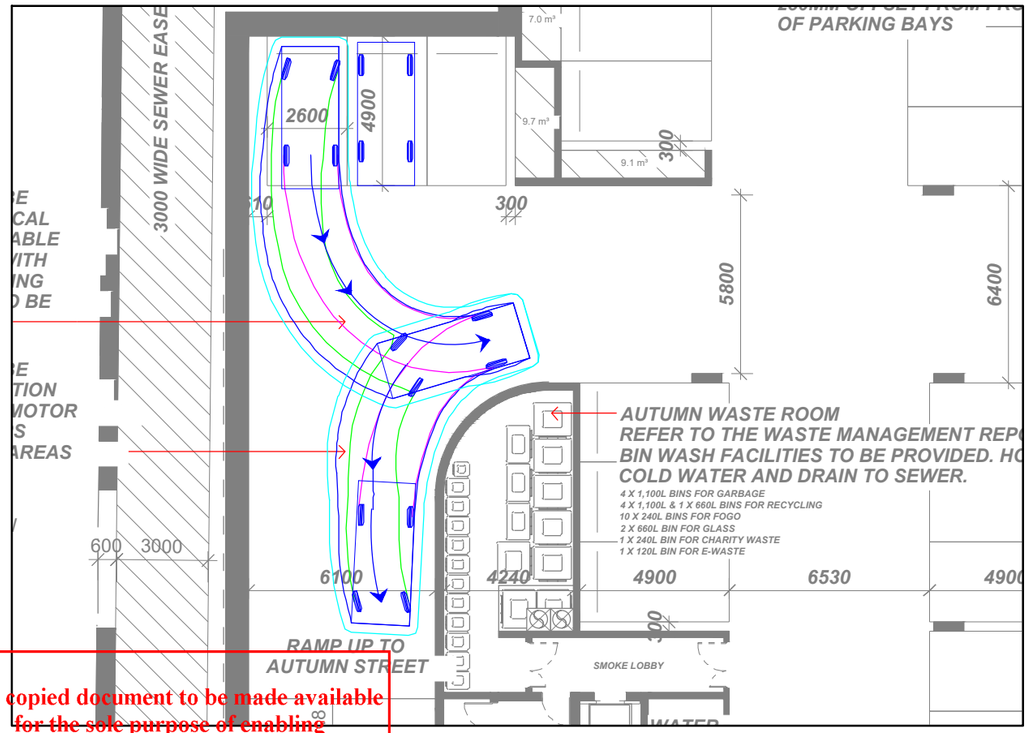
END CAR SPACE 1 - INGRESS



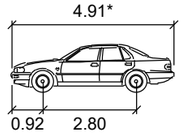
END CAR SPACE 1 - EGRESS



VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

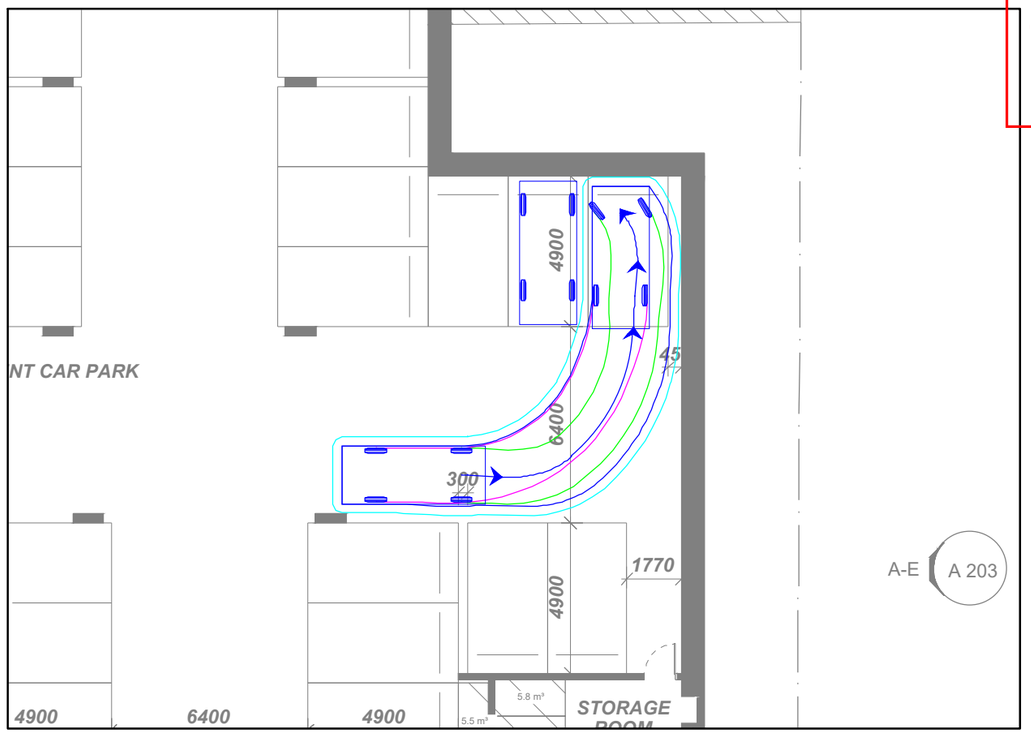
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	11.5m

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

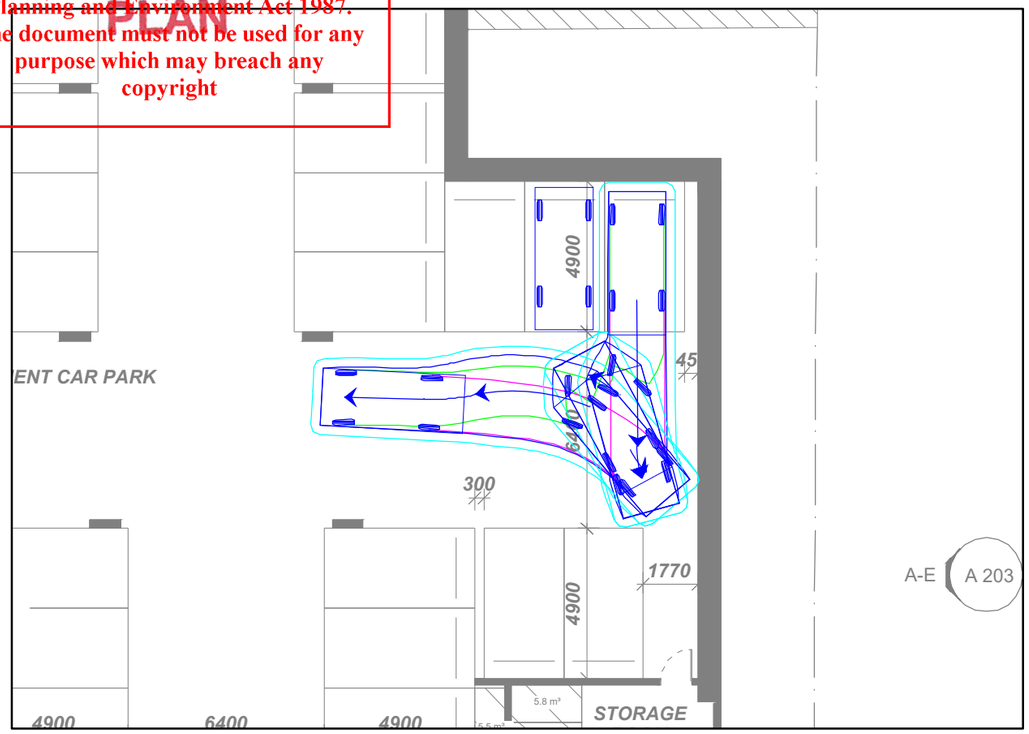
LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

END CAR SPACE 2 - INGRESS



END CAR SPACE 2 - EGRESS



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ADVERTISED PLAN

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	04/09/2026	TOWN PLANNING	J. YOUNG	L. FURNESS

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

PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:

BASE INFORMATION FROM: A 101_PLAN - LEVEL GROUND_C.dwg & A 107_PLAN - LEVEL BASEMENT_C.dwg
DRAWINGS BY: Austin Maynard Architects

FILE NAME: G34835-02
SHEET NO.: 04

SCALE: 1:200 (A3)

0 2 4

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