



Traffic & Transportation Direction

Residential & Retail Development

49 Newcombe Street, Portarlington

Traffic Impact Assessment

July 2026

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Reference: 1049 rep 260703 final

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Residential & Retail Development

49 Newcombe Street, Portarlington

Traffic Impact Assessment

Prepared for: Kerstin Thompson Architects

Status: Final report

Date: 3 July 2026

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Appendix A

Swept Path Assessment

Appendix B

Waste Vehicle Swept Path

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1. Introduction

Amber Organisation has been engaged by 49 Newcombe St Pty Ltd to advise on the traffic and parking matters of the proposed residential and retail development located at 49 Newcombe Street, Portarlington.

The proposal involves the construction of a four-storey mixed use development consisting of 10 residential dwellings and a retail/cafe component with a gross floor area 84 sqm. The 10 residential dwellings consist of 1 x studio apartment, 1 x one-bedroom apartment, 1 x two-bedroom apartment, 4 x three-bedroom apartments, and 3 x four-bedroom apartments. The car parking area is located in the basement with 16 spaces provided for the residents and retail staff and is accessed via a ramp, accessway and crossover to Newcombe Street.

This report has been prepared to address the traffic and parking impacts of the proposed development. It is based on surveys and observations at the site and our experience of similar developments elsewhere.

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2. Transport Network

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2.1 Site Location

The site is located at 49 Newcombe Street, Portarlington, on the north side of the road. Figure 1 shows the location of the site in relation to the surrounding transport network.

Figure 1: Site Location



Source: Melways

The surrounding area to the north, east and west is zoned Public Park and Recreation Zone (PPRZ) which includes Portarlington Pier. The site and immediate surrounding area to the south is zoned Commercial 1 Zone (C1Z) and is generally occupied by commercial tenants. Land further south is typically zoned Residential Growth Zone – Schedule 3 (RGZ3) and is occupied by residential land use.

Figure 2 shows an aerial photograph view of the site and the surrounding area. The figure demonstrates the public park uses and commercial uses immediately surrounding the site, with residential uses dominating land use further south.

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Figure 2: Aerial Photograph



Source: Nearmap

The site has a frontage to Newcombe Street of 24.6 metres and has a total site area of 989.7sqm. The site is currently occupied by a retail premise which currently gains access to Newcombe Street via a single-width crossover.

2.2 Road Network

Newcombe Street is a Secondary State Arterial Road that operates in an east-west alignment between its continuation from Geelong Road in the west to its intersection with Mercer Street in the east. It is zoned as Transport Zone 2 – Principal Road Network (TRZ2) and is under the care and management of the Department of Transport and Planning (DTP). At the frontage and nearby, it has a dual carriageway width of approximately 21 metres which accommodates one through lane and bicycle lane in each direction, a central median and 45-degree angled parking on each side. Along its entire length, one lane in each direction is continually provided. In the vicinity of the site, it has a posted speed limit of 40 km/h, which increases to 60 km/h towards Geelong Road. A concrete footpath is provided on both sides of the road.

Harding Street is a municipal local road which operates in a north-south alignment between Portarlington Pier and its termination in the south. In the vicinity of the site, it has a typical carriageway width of approximately 17 metres which accommodates one lane of traffic in each direction and 2P restricted 45-degree angled parking on either side or 2P restricted 90-degree angled parking on its eastern side. A concrete footpath is provided on either side south of Newcombe Street and on its eastern side north of Newcombe Street.

The intersection of **Newcombe Street and Harding Street** is priority controlled with 'give way' signage and associated line marking provided on each approach to Newcombe Street from Harding Street.

2.3 Sustainable Transport Facilities

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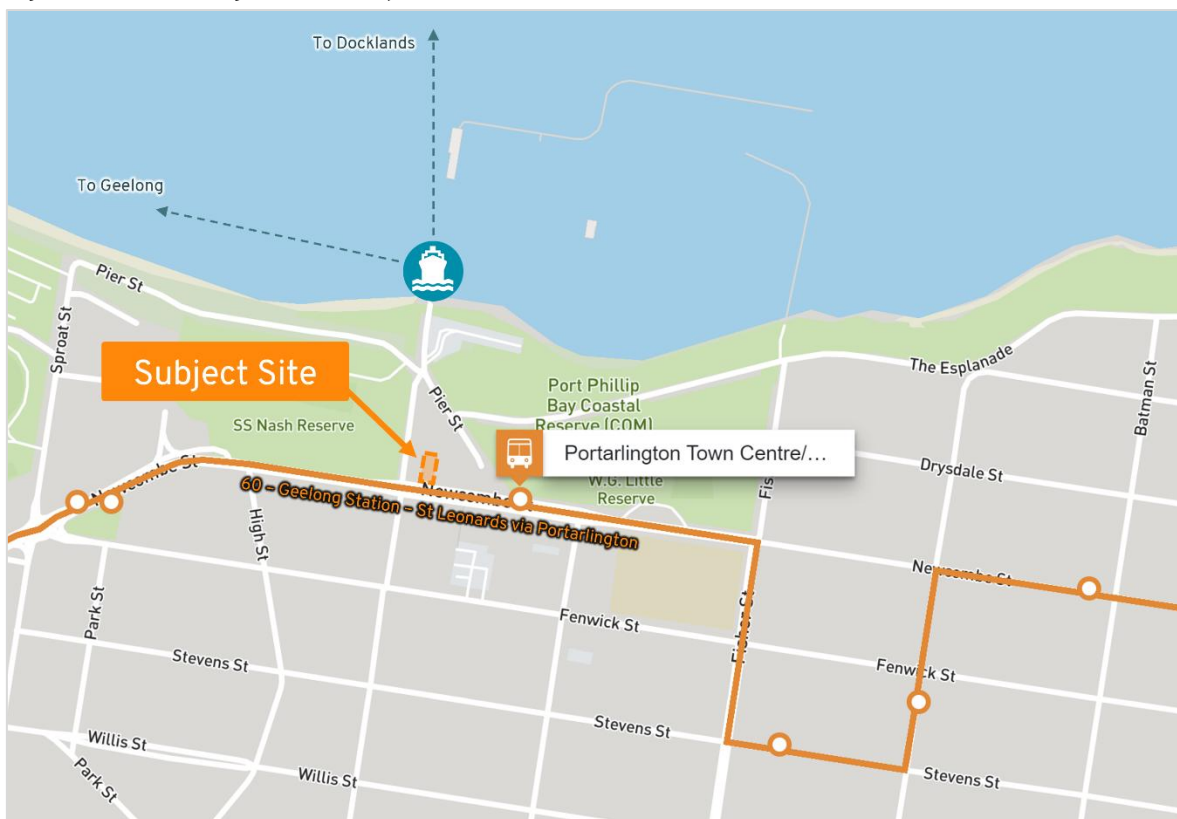
2.3.1 Public Transport

The site has limited access to the public transport network primarily via nearby bus stops. The closest bus stop is located across Newcombe Street approximately 25 metres away and services the 60 Geelong Station – St Leonards via Port Arlington' route. It operates between approximately 6am and 10pm Monday to Friday, 7am to 9pm on Saturdays and 8am to 9pm on Sundays.

Portarlington Pier, located approximately 300 metres walking distance north of the site, provides ferry services to and from the Docklands and Geelong. Services are generally provided once a day for each direction for each route.

The public transport services operating within the vicinity of the site are shown within Figure 3.

Figure 3: Surrounding Public Transport Facilities



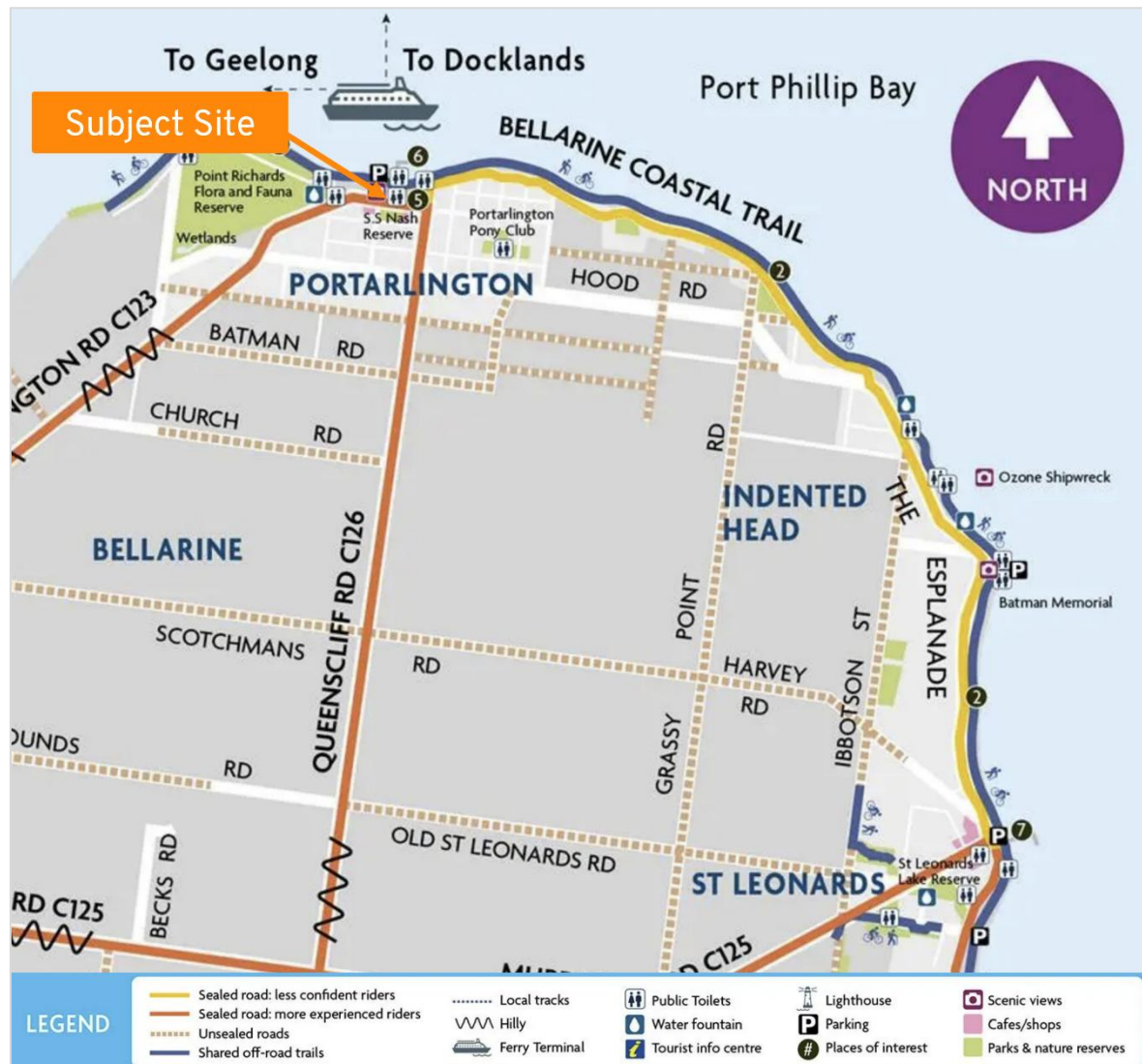
Source: PTV Map

2.3.2 Active Transport

All roads within the vicinity of the site generally have footpaths provided on both sides of the road, with some wide footpaths and pedestrian-only areas provided adjacent to the commercial uses along Newcombe Street. Pedestrian crossing facilities are provided intermittently within the vicinity of the site.

On-road bicycle lanes are provided along Newcombe Street along the site frontage. There's also a shared off-road trail which runs along the coast called the Bellarine Coastal Trail. Available bike trails and walking trails in the greater area are shown in Figure 4.

Figure 4: Surrounding Bike & Walking Trails



Source: Port Phillip Ferries Map

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3. The Proposal

It is proposed to construct a four-storey residential development at 49 Newcombe Street, Portarlinton. More specifically, the proposal involves the following:

- 10 apartments, including:
 - 1 x studio apartment
 - 1 x one-bedroom apartments
 - 1 x two-bedroom apartments
 - 4 x three-bedroom apartments
 - 3 x four-bedroom apartments.
- 84 sqm retail/cafe use on the ground floor.
- A total of 16 car parking spaces that will be provided within the basement;
- Bicycle parking to be provided on the basement level and lower ground floor.

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Access to the site is proposed via a new crossover on the east side of the site, providing access to the basement.

Waste and recycling is to be collected along the site frontage in the proposed loading zone.

3.1 Council Pre-Application

Council provided the following traffic and transport comments in the pre-application meeting.

- *The ramp and vehicle crossing must be located on the western side, i.e. the same location as the previous attempts to redevelop this property. This was to minimise the loss of on-street parking and to convert the three spaces to the east to a parallel space(s) / Loading Zone to improve the visibility to the west. This may still be required if there is a retail component.*
 - *This is addressed in Section 7 of this report.*

Additional comments for consideration:

- *From a rough calculation, the statutory car parking is for 14 residential spaces, 4 retail spaces and 2 visitor spaces = 20 total.*
- *I would support a waiver of three retail spaces and all of the visitor spaces, therefore a minimum supply of 15 spaces.*
 - *The statutory parking requirement is 23 spaces. A waiver has been sought for the visitor spaces, 3 retail spaces and spaces for 1 bedroom apartments. Refer to Section 4 of this report.*
- *There is no requirement for a disabled car space for this type of development (Premises Standards), however I have no objection if one is provided in addition to the minimum 15 spaces I will accept.*
 - *Noted.*
- *Any parallel spaces within the car park are not likely to be supported, and there is no requirement for any more spaces above the 15.*
 - *No parallel spaces are provided in the basement.*

4. Parking Requirement

4.1 Planning Scheme Parking Requirement

Table 1 of Clause 52.06 of the Planning Scheme specifies the statutory rates for car parking for different land uses. Table 1 of Clause 52.06 of the Planning Scheme specifies the parking requirement for different land uses based on the land category identified in the *Car Parking Requirement Maps*. The site is located within Category 1 (PTAL rating - poor public transport access). The statutory car parking assessment of the development is set out in Table 1 below.

Table 1: Planning Scheme Car Parking Requirement

Use	Measure	Parking Rate	Parking Requirement
Shop/Food and Drink	84 sqm	4 spaces / 100 sqm floor area	3 spaces
Dwellings	10 dwellings	1.2 space per dwelling	12 spaces
Total			15 spaces

Accordingly, the proposed development has a statutory parking requirement of 15 spaces. This comprises of 12 residential car spaces and 3 commercial car spaces.

The provision 16 car spaces allocated as 15 residential car spaces and 1 commercial car space results in a surplus of 3 residential car spaces and a reduction of 2 commercial car spaces.

An application to reduce (including a reduction to zero) the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment. The Car Parking Demand Assessment and the appropriateness of allowing a reduction of on-site parking for the proposed development are discussed below.

4.2 Car Parking Demand Assessment

The proposal satisfies its car parking demand for the dwelling residents, in surplus of the Planning Scheme rates, with the reduction relating to the small retail/café tenancy only.

The requirements of the planning scheme for the retail/café and drink are not considered to be representative of the likely parking demands for the proposed development. The following items have been considered in the car parking demand assessment to determine the likely parking demand:

- 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 availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.

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4.2.1 Multi-purpose Trips

The proposed development is located within the Portarlington Township, which consists of shops, banks, offices, cafes and restaurants. The majority of retail/hospitality uses are on the south side of Newcombe Street, opposite the proposed development.

It is considered likely that patrons attending the proposed development's retail/cafe premises use would also visit other sites within the township, and would likely already be within the town centre, rather than driving specifically to the development.

Further, residents from the proposed development would walk to the shops, reducing parking within the town centre.

4.2.2 Availability of public transport

The site has public transport access to the site, with a bus service to and from Geelong. The bus service provides weekday, weekend and evening services. This allows for a practical alternative to private vehicle use for staff of the retail/cafe development, as well as visitors to the site, resulting in a reduced car parking demand for the development.

4.2.3 Pedestrian and cyclist access to the land

The proposed development has numerous pedestrian and cyclist routes to and from the development, and is located proximate to a large residential precinct. This allows walking and cycling to be a practical alternative to driving to the site, further reducing car parking demands for staff and visitors to the retail/cafe, and residential visitors.

It is also noted there is an informal pedestrian crossing 30m to the east, and formal crossing 60m to the east of the development, providing safe and efficient connectivity to the township retail and hospitality uses on the south side of Newcombe Street.

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4.3 Appropriateness of Parking Reduction

The parking demand generated by visitors to the proposal is expected to be accommodated within the surrounding on-street parking. The following outlines the parking restrictions of surrounding roads:

- Newcombe Street – East of Harding street – 1P Parking
- Newcombe Street – West of Harding Street – Unrestricted parking north side, 1P parking south side.
- Harding Street – North of Newcombe Street – 2P and 4P Parking.
- Harding Street – South of Newcombe Street – 2P east side, Unrestricted west side.

In order to determine the current parking demand near the site, a parking occupancy survey was undertaken using aerial photography. The survey was undertaken for all on-street parking spaces within 150 metres walking distance of the site.

The results of the aerial photograph survey are presented within Table 2.

Table 2: Aerial Photograph Parking Survey Results

Date (Time)	Available Parking		
	1P and 2P (82 spaces)	4P and Unrestricted (50 spaces)	Total (132 spaces)
Wednesday 4 September 2024 (2.08pm)	31 spaces	38 spaces	69 spaces
Tuesday 23 July 2024 (12.28pm)	43 spaces	44 spaces	87 spaces
Tuesday 23 April 2024 (2.33pm)	38 spaces	40 spaces	78 spaces
Thursday 14 September 2023 (9.47am)	37 spaces	43 spaces	80 spaces
Monday 5 June 2024 (12.38pm)	30 spaces	38 spaces	68 spaces
Average	36 spaces	41 spaces	76 spaces

The aerial photographs indicate an average parking demand of 76 spaces out of an available supply of 132 spaces. A maximum demand of 63 spaces was recorded which resulted in a minimum of 69 available spaces.

Overall, the aerial photographs indicate generally low demands for on-street parking and accordingly, the shortfall in parking generated by the proposed development can be suitably accommodated within the nearby on-street parking and the car parking reduction of 7 spaces is acceptable.

We also note that Council has requested a minimum of 15 parking spaces to be provided by the proposed development, as outlined in Section 3.1 of this report. This amount of parking provided exceeds the Council's approved number by 1 bay, and is therefore considered appropriate.

4.3.1 Parking Occupancy Survey

In order to supplement the aerial photography survey undertaken above, a localised survey of parking along Newcombe Street and Harding Street was undertaken to determine parking demands during the drop off/pick up times for the childcare centre. The results of this survey, shown in Table 3 are consistent with our findings above with sufficient parking to accommodate any shortfall of parking generated by the proposed development.

Table 3 - Parking Survey Results

Date (Time)	Available Parking							
	Newcombe St East of Harding		Newcombe St West of Harding		Harding St North of Newcombe	Harding Street South of Newcombe		Total Available
	North	South	North	South	East	East	West	
Wednesday 20 November (8.25am – 8.45am)	6	7	17	16	15	12	13	89 Spaces
Wednesday 20 November (4.05pm – 4.23pm)	8	7	15	14	14	16	13	87 Spaces
Thursday 21 November (8.55am – 9.20am)	5	5	14	14	15	8	7	68 Spaces
Thursday 21 November (1.40pm – 2.05pm)	6	4	14	14	9	4	8	59 Spaces

4.3.2 Summary

Having regard to the above, the surveys indicate that there are sufficient parking spaces available to accommodate the visitor demand associated with the retail component of the development. We note that the parking demands would be minimal as the majority of patrons would either be local residents, or already be shopping/visiting the township area.

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5. Site Layout

5.1 Car Park and Access Design

A total of 16 car parking spaces are proposed on site, all located within the basement level on a 90-degree angle to the aisle. Access to the car parking spaces is proposed via a new vehicle crossover to Newcombe Street towards the southeastern corner of the site, accessway and ramp to the basement level.

The following provides a review of the car park layout and access arrangements against the requirements of Clause 52.06 of the Planning Scheme and AS/NZS 2890.1:2004.

Design Standard 1 – Accessways

Table 4: Design Standard 1 - Accessways

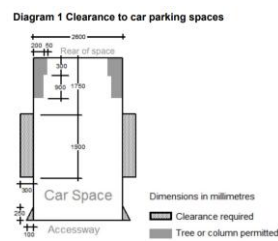
	Standard	Response	Compliance
1.1	Be at least 3 metres wide.	Minimum accessway width is greater than 3.0 metres.	Compliant
1.2	Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Change of direction of basement accessway has an internal radius of at least 4.0 metres.	Compliant
1.3	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.	Not applicable. Not a public car park. Notwithstanding this, the Swept Path Assessment (Appendix A) demonstrates vehicles parked in the last space of the dead-end accessway exiting in a forward direction with one manoeuvre.	-
1.4	Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.	Minimum 2.2 metres height clearance provided throughout basement and ramp.	Compliant
1.5	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.	The Swept Path Assessment shown in Appendix A demonstrates that cars can exit the site in a forward direction.	Compliant
1.6	Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	A passing area at the entrance is provided with a width of over 6.1 metres and a length of 7 metres.	Compliant

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	Standard	Response	Compliance
1.7	Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Pedestrian sight splay area of 2.5m x 2.0m kept free of obstructions to visibility provided along the exit lane.	Compliant
1.8	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 6 metres from the road carriageway.	Car parking spaces are located in basement level, further than 6 metres of travel from the road carriageway.	Compliant

Design Standard 2 – Car Parking Spaces

Table 5: Design Standard 2 - Car Parking Spaces

	Standard	Response	Compliance
2.1	Angle of car parking spaces to accessway:	90 degrees.	-
2.2	Minimum Accessway Width (m):	6.1 adjacent to wider parking bays, otherwise 6.4m.	Compliant
2.3	Minimum Car Space Width (m):	Minimum 2.6 metres	Compliant
2.4	Minimum Car Space Length (m):	4.9 metres.	Compliant
2.5	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' - A structure, which may project into the space if it is at least 2.1 metres above the space	Adequate clearance has been provided for all spaces as per Diagram 1. 	Compliant
2.6	Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport	Not applicable.	-

2.7	Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	Not applicable.	-
2.8	Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	All car parking spaces are undercover in the basement level.	Compliant
2.9	Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	No disabled car parking spaces are proposed on-site.	-

Design Standard 3 – Gradients

Table 6: Design Standard 3 - Gradients

	Standard	Response	Compliance
3.1	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 fewer.	Accessway grades are 1:50 (2%) or less within 7 metres of the frontage.	Compliant

5.2 Swept Path Assessment

A swept path assessment has been prepared using a B85 vehicle (85th percentile vehicle) to ensure vehicles are able to access the parking areas, and is provided within Appendix A. The assessment found that each space could be accessed (ingress and egress) in a satisfactory manner.

The assessment also includes a review of the site access using a B99 vehicle (99.8th percentile vehicle) which shows that the vehicle is able to enter and exit the site appropriately simultaneously with another B85 vehicle.

Overall, the assessment demonstrates the vehicles are able to access the car parking spaces in a suitable manner and the car parking areas have been designed in accordance with the requirements of Clause 52.06 of the Planning Scheme and AS/NZS 2890.1:2004.

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6. Bicycle Parking

The provisions set out under Table 1 of Clause 52.34 of the Planning Scheme specify the bicycle parking rates for each of the land uses. Application of the relevant bicycle parking rates are provided below in Table 7.

Table 7: Planning Scheme Bicycle Parking Requirement

Use	Number / Floor Area	Parking Rate	Parking Requirement
Retail	84 sqm	1 to each 300 sqm leasable floor area	0 spaces
Dwelling	10 dwellings	1 resident space to each 5 dwellings	2 spaces
		1 visitor space to each 10 dwellings	1 space
Total			3 spaces

Accordingly, the proposed development has a statutory bicycle parking requirement of 3 spaces. It is proposed for 22 bike parking spaces to be provided in the storage area on the Lower Ground level. This will consist of 2 retail employee spaces, 3 visitor spaces and 17 residential spaces. In addition, there are 2 visitor bike hoops at ground level. The provision of 24 bicycle spaces exceeds the planning scheme requirements and is considered satisfactory.

The bicycle spaces on the lower ground level will be accessed via the lifts. This is considered satisfactory given they are servicing residents and their visitors as well as retail staff. Public bike parking is available for the retail/café visitors at ground level.

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7. Loading Arrangements

It is proposed for the bin room to be located within the basement, with waste vehicles to access the basement using mini-rear loader waste vehicles. A 6.4m access aisle is maintained, providing sufficient space for cars to access/egress parking bays. The doors of the waste room open inwards, not impacting the access aisle.

The min-rear loader waste vehicle would drive into the basement, prop adjacent to the bin room, and then exit the basement in a forwards direction. Swept paths demonstrating satisfactory manoeuvring of the waste vehicle have been provided in Appendix B.

To empty bins, the waste vehicle would prop adjacent to the bin room in the access aisle. Given the low volume of movements in and out of the car park, and that all spaces are allocated spaces with no public access, the proposal to park for short periods while accessing the bin room is considered satisfactory.

Residents can access the waste room via the lifts and walking across the access aisle. This is considered satisfactory given the low speed and low volume environment of the car park. The waste arrangements are considered satisfactory from a traffic and parking perspective.

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8. Traffic Assessment

The number of trips expected to be generated by the residential use has been determined based on consideration of the locality of the site, accessibility to public transport, and proximity to community facilities and shopping areas. Based on our experience and recent VCAT decisions the one-bedroom dwellings are expected to generate traffic at a rate of 4 vehicle movements per day, the two-bedroom dwellings are expected to generate 6 vehicle movements per day and 3 and 4 bedroom dwellings 9 vehicle movements per day. The retail/cafe component would mostly be utilised by patrons already in the local area, generating 1-2 movements per day for staff.

Application of these rates to the proposed dwellings results in a traffic generation of 79 vehicle movements per day. Residential developments typically generate 10% of the total daily vehicle trips in each of the morning and evening peak hours, resulting in an expected peak hour traffic generation of 8 vehicle movements in each of the peak hours.

It is typical for traffic movements associated with residential activities to predominantly be outbound in the morning peak and inbound in the evening peak. The following traffic distribution has been used for the purposes of this assessment:

- Morning Peak: 80% outbound and 20% inbound
- Evening Peak: 40% outbound and 60% inbound

As such, the site is expected to generate the following traffic volumes during the morning and evening peak periods.

Table 8: Site Peak Hour Traffic Generation

	AM Peak (vph)	PM Peak (vph)
Arriving Trips	2	5
Departing Trips	6	3
Total	8	8

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The traffic movements will be distributed across the local road network, however, typically vehicles would be travelling to and from the west, along Newcombe Street. The level of increase in traffic associated with the proposed development is negligible and would not impact safety and operation of the adjacent road network.

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9. Conclusions

The proposed mixed use development located at 49 Newcombe Street, Portarlinton, will accommodate 10 apartments across 4 storeys and also include 84 sqm of retail/café. Resident and staff parking is proposed to be provided in the basement, accessed via a new driveway onto Newcombe Street to the east of the site. Based on the above assessment, the following conclusions are provided:

- The proposed development has a statutory requirement for 15 spaces under CI 52.06 of the planning scheme, with 16 spaces provided. However, 15 spaces have been allocated to the residential component and 1 space to the retail/café use. As such, the proposed development has a shortfall of 3 commercial spaces against the requirements of the planning scheme. This is considered satisfactory given:
 - The development's location within the Portarlinton Township will result in multi-purpose trips as the majority of retail/café visitors are likely to already be in the town centre.
 - Peak parking demands for visitor parking occurs outside of peak township parking periods, allowing for sharing of car parking spaces.
 - Public transport is available adjacent to the site, providing a practical alternative to private vehicle use for retail/café staff and residential visitors.
 - The site has pedestrian and cyclist access, including pedestrian crossings linking the site to the retail and commercial uses on the south side of Newcombe Street.
 - On-street parking demand proximate to the site is low, with aerial photograph survey indicating a minimum of 69 spaces available across 5 different survey periods, and an average of 76 spaces.
- The site has a statutory bicycle parking demand of 3 bicycle spaces which will be exceeded with the development to provide 24 bicycle spaces for staff and visitors.
- Refuse and recycling are to be collected from the basement with vehicle swept paths demonstrating a mini-rear loader waste vehicle can satisfactorily enter and egress the basement in a forwards direction.
- The development is expected to generate up to 79 vehicle movements per day, with 8 vehicle movements in the peak hours. This level of traffic would have a negligible impact on the adjacent road network.

Therefore, it is concluded that the traffic and parking aspects of the proposed development are satisfactory, and the development will have a negligible impact on the parking and transport surrounding environment.

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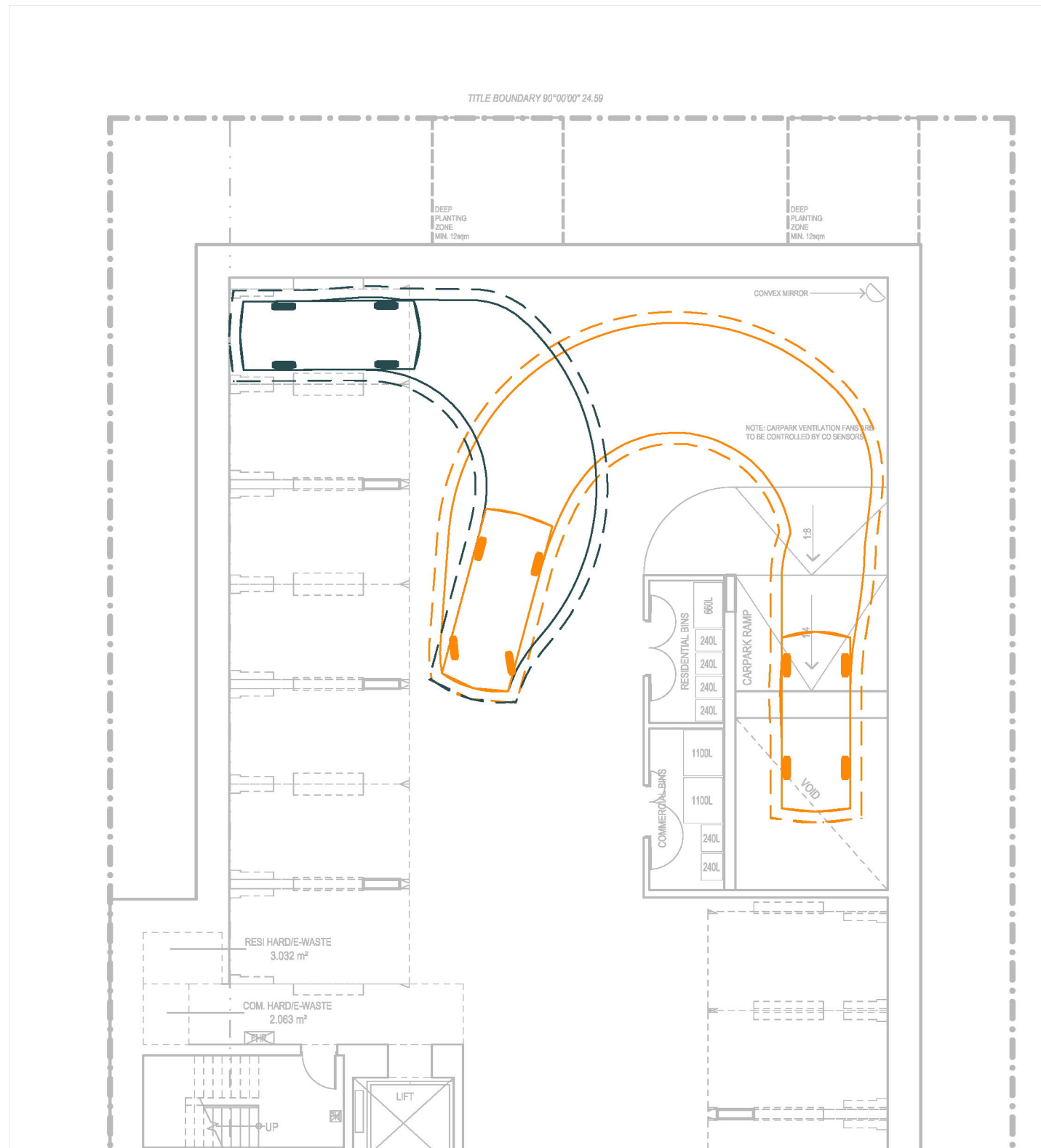
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Appendix A

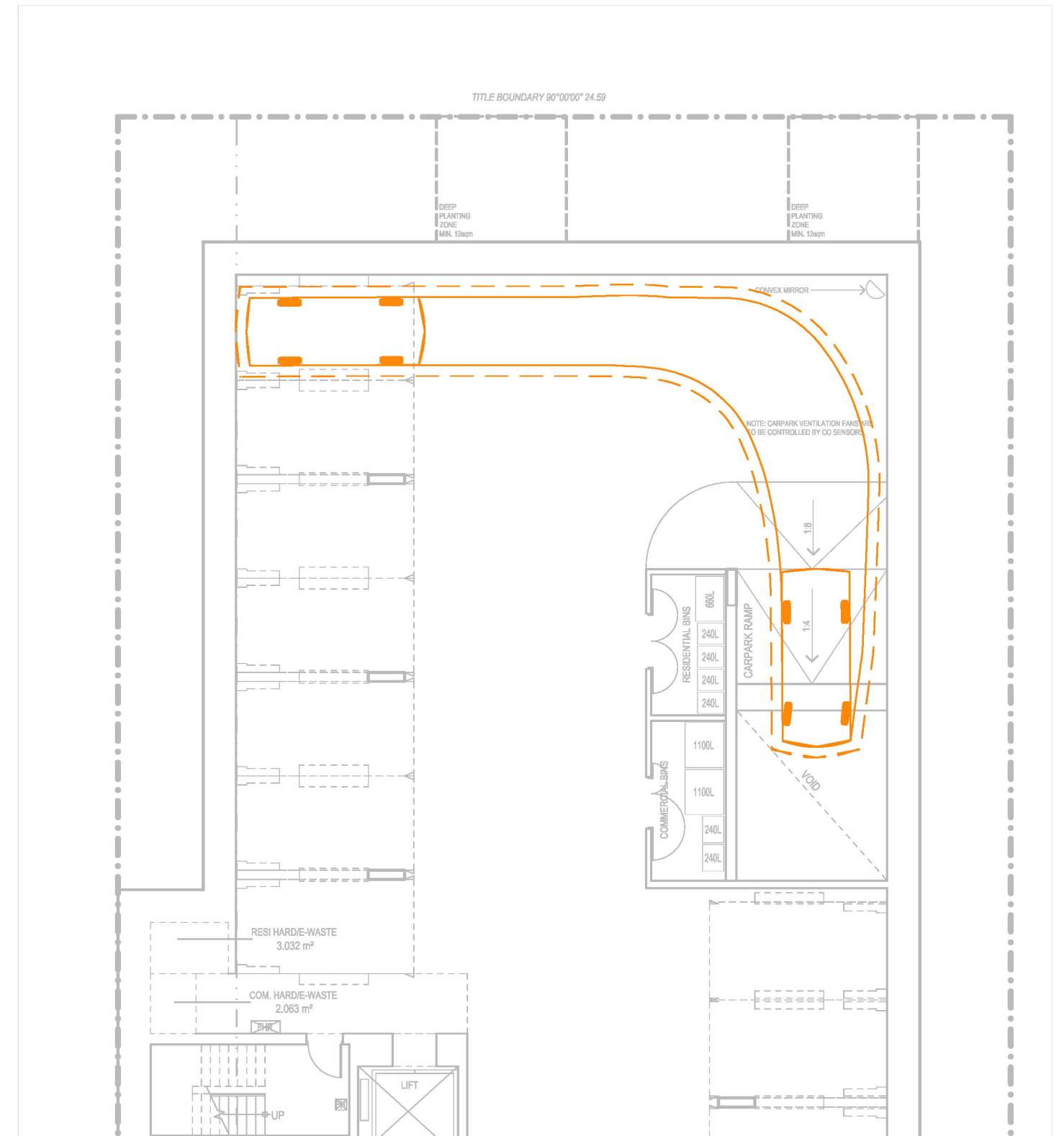
Swept Path Assessment

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Entry Manoeuvre



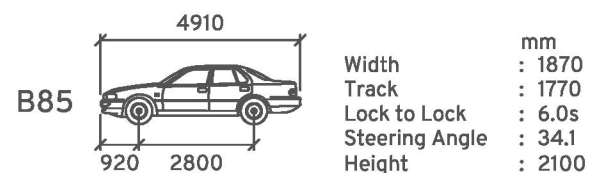
Exit Manoeuvre

Vehicle Envelope

300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



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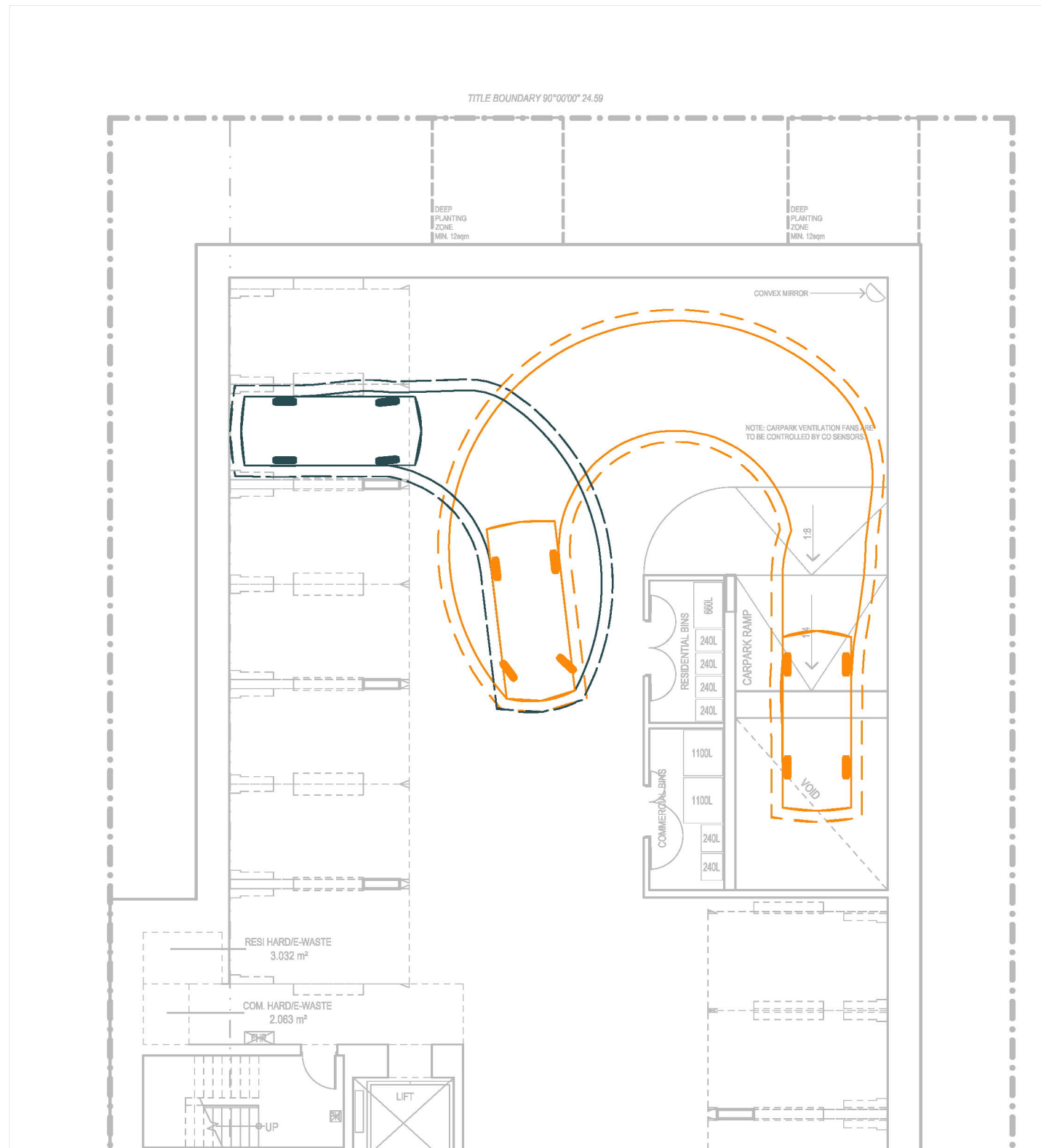
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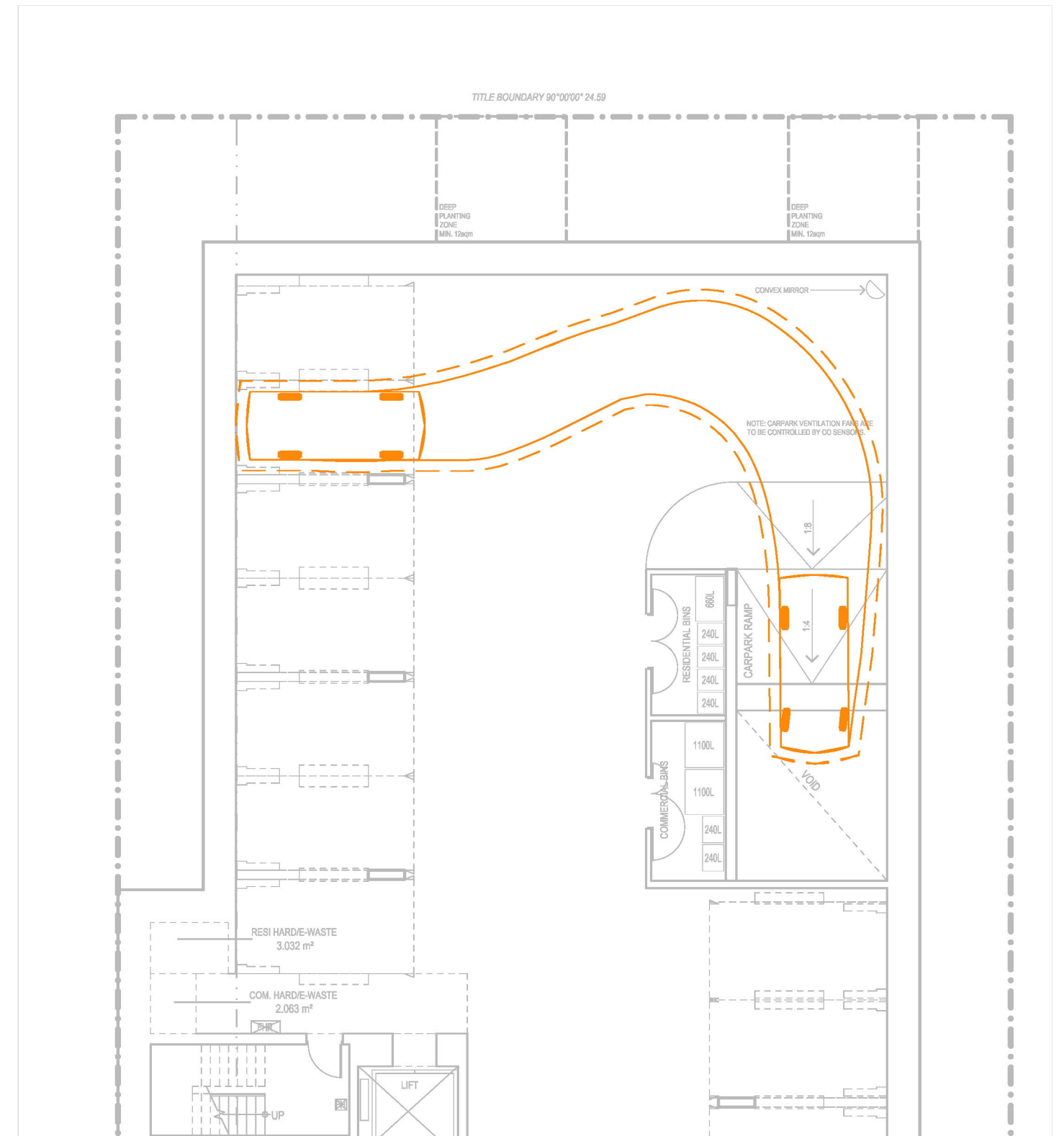
Mixed-Use Development
49 Newcombe Street, Portarlinton
Swept Path Assessment

DRAWN: 
DATE: 01/07/2026
DWG NO: 1049 S05A
SCALE at A3: 1:150

Amber 01



Entry Manoeuvre



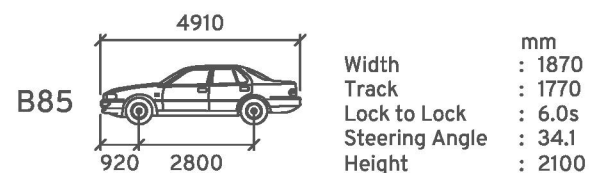
Exit Manoeuvre

Vehicle Envelope

300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



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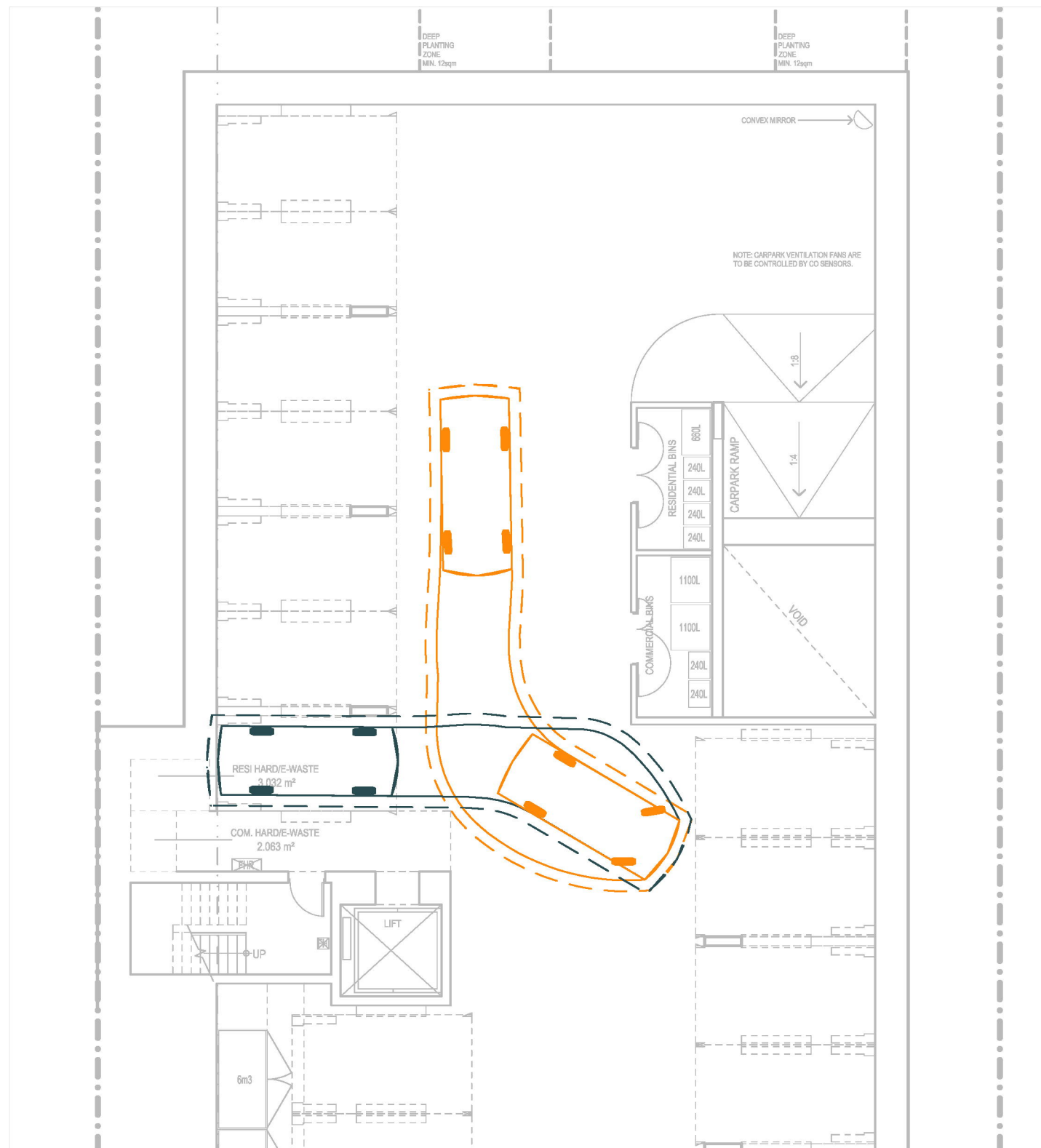
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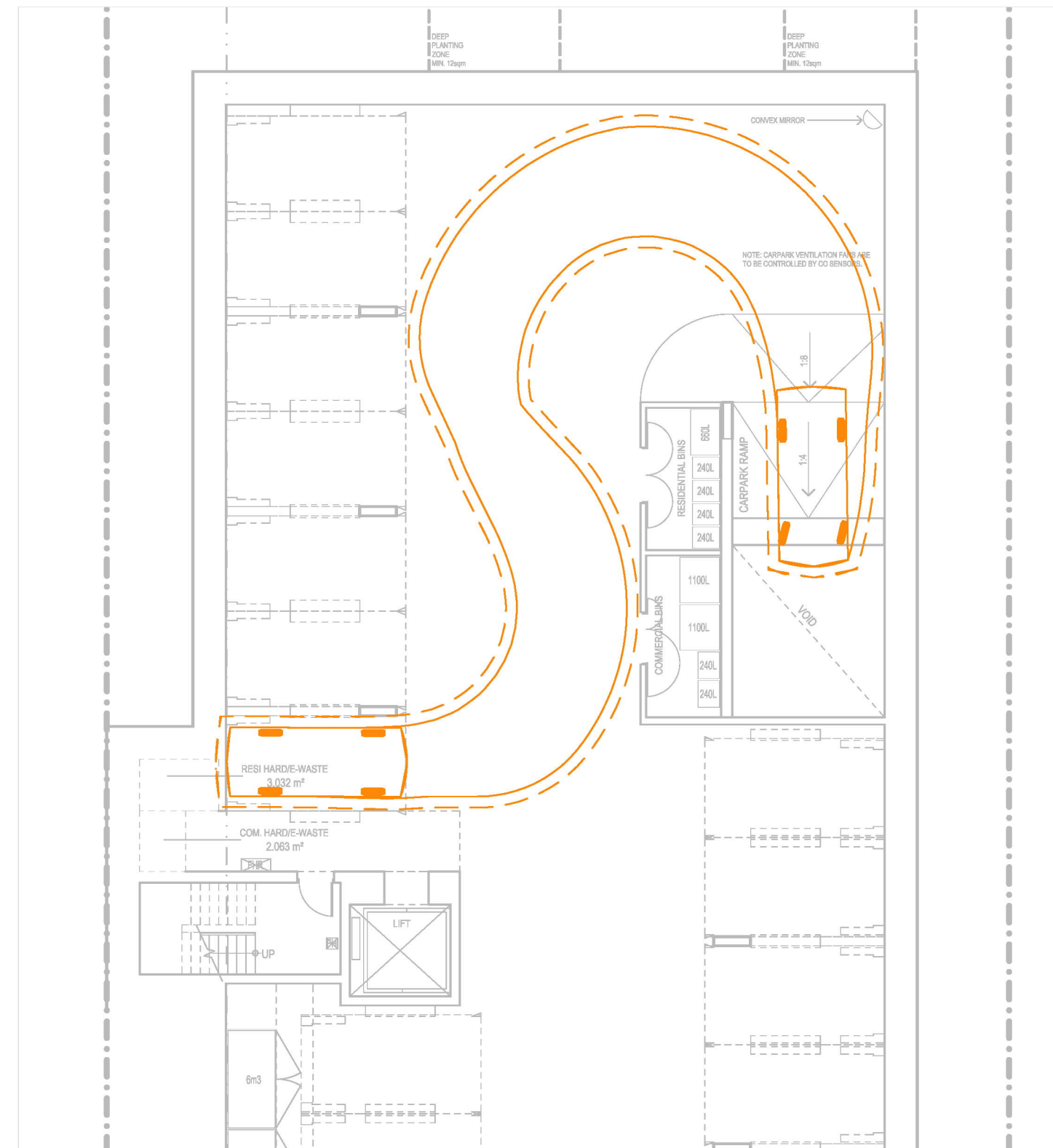
Mixed-Use Development
49 Newcombe Street, Portarlington
Swept Path Assessment

DRAWN: [Redacted]
DATE: 01/07/2026
DWG NO: 1049 S05A
SCALE at A3: 1:150

Amber 02



Entry Manoeuvre



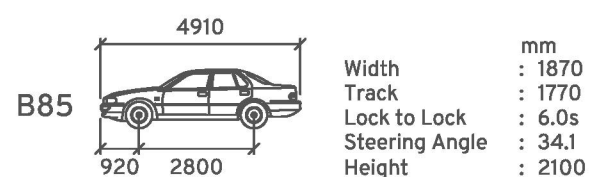
Exit Manoeuvre

Vehicle Envelope

300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



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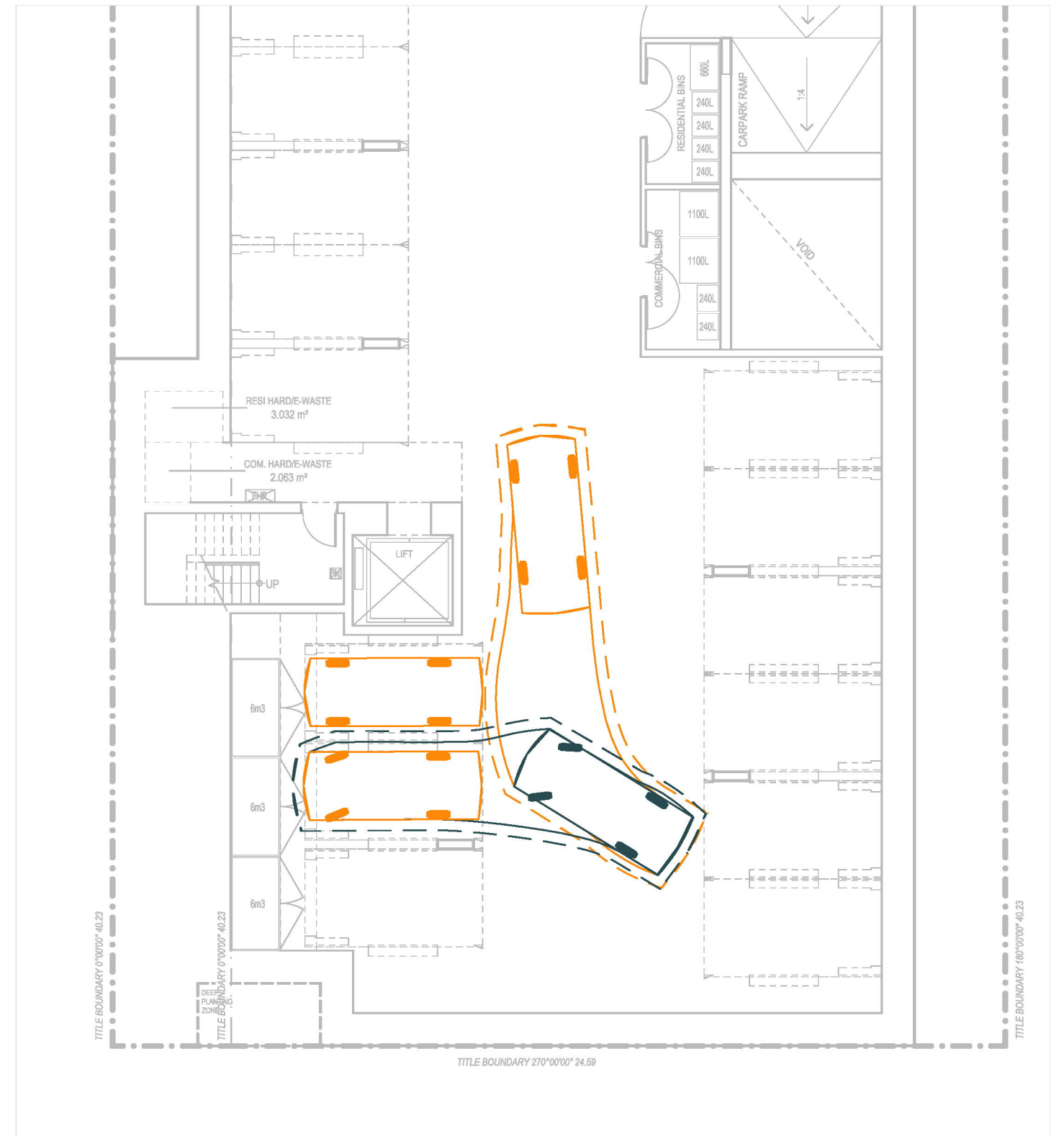
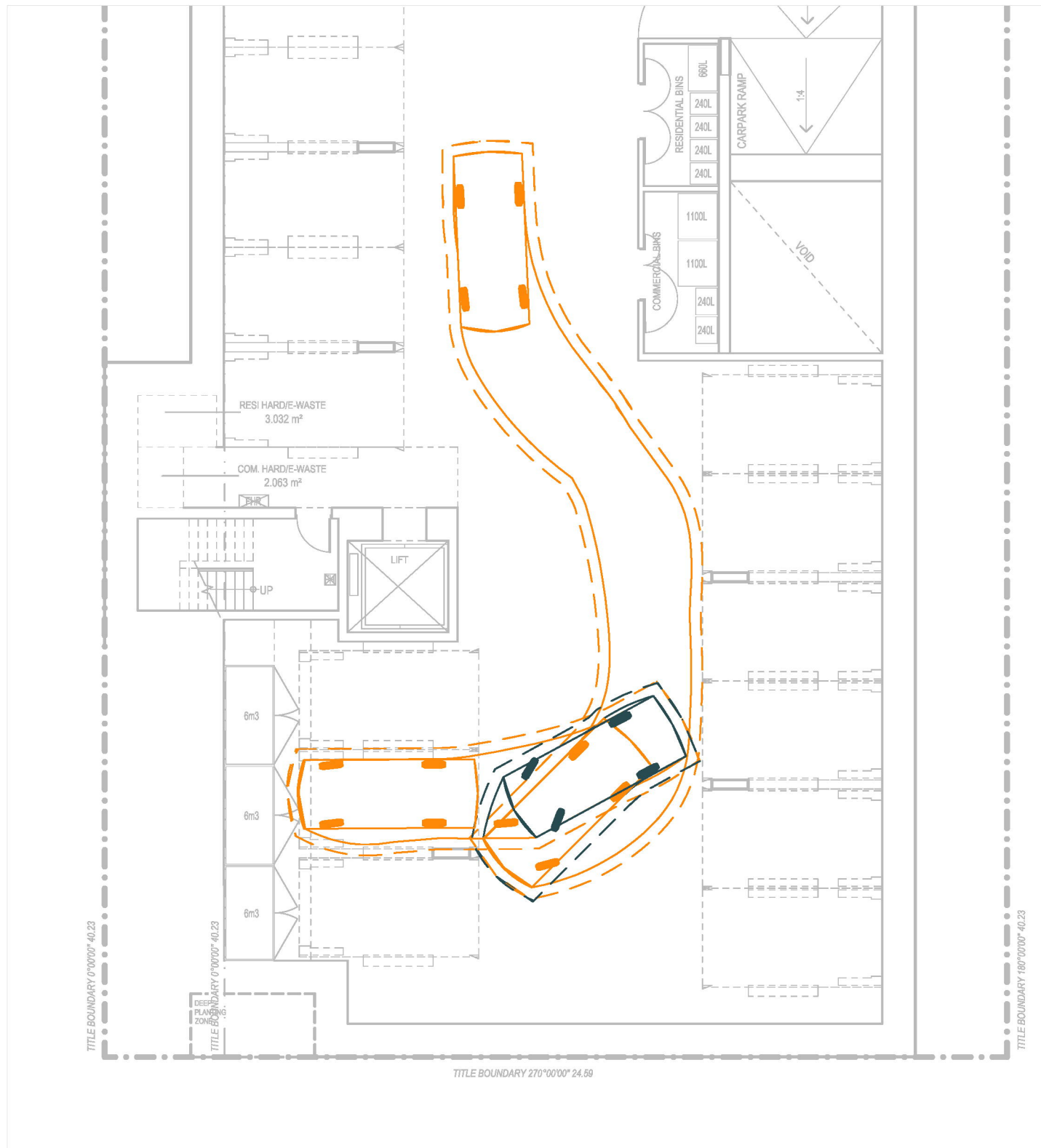
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Amber 03



Entry Manoeuvre

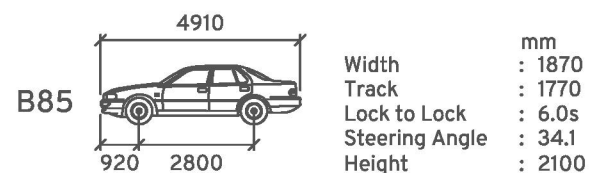
Exit Manoeuvre

Vehicle Envelope

300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



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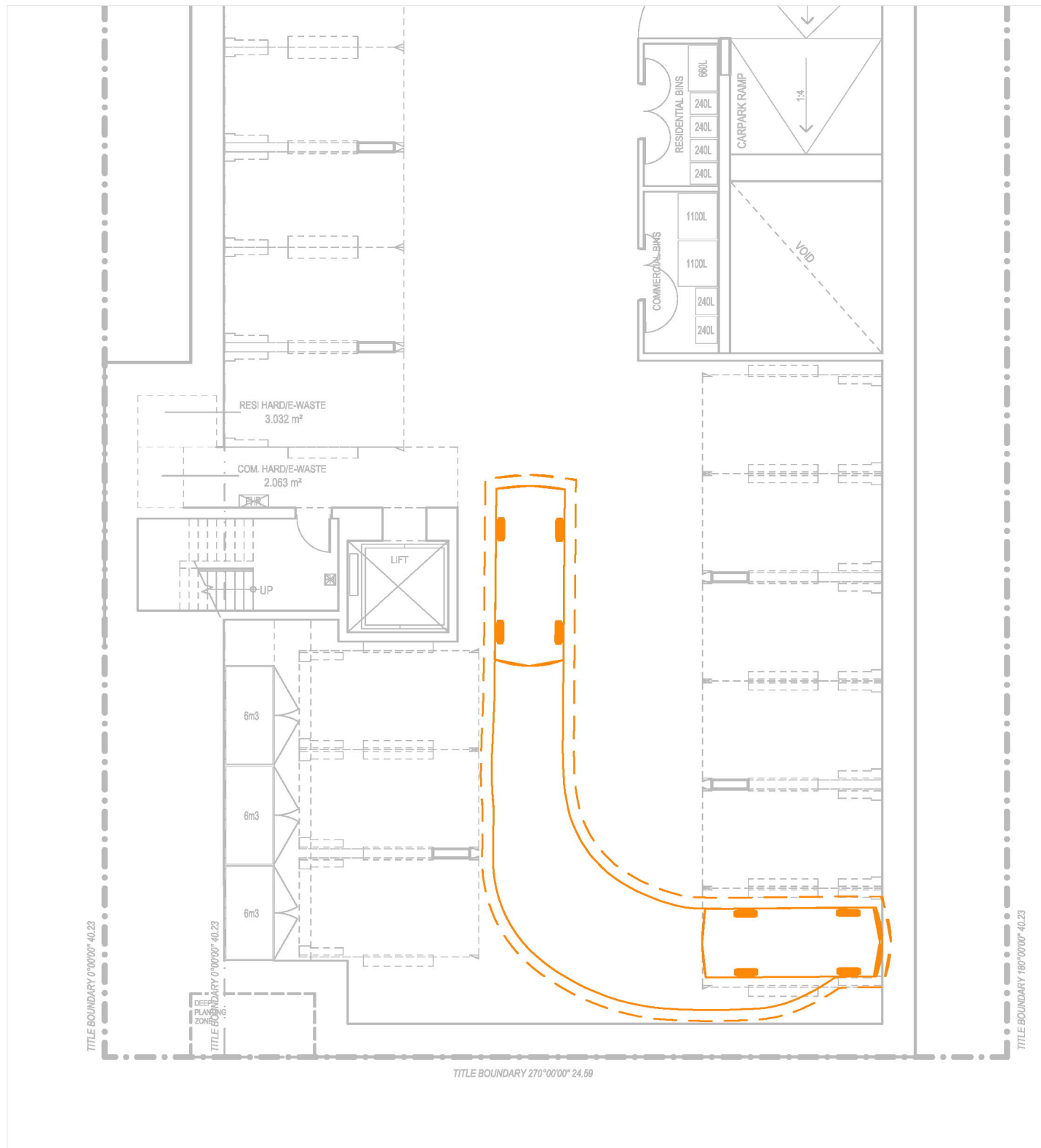


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Amber 04

**ADVERTISED
PLAN**



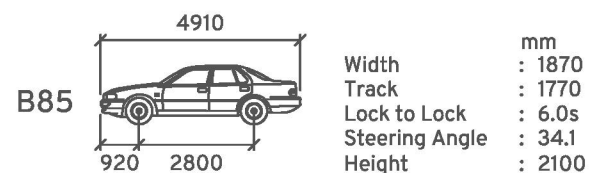
Entry Manoeuvre

Vehicle Envelope

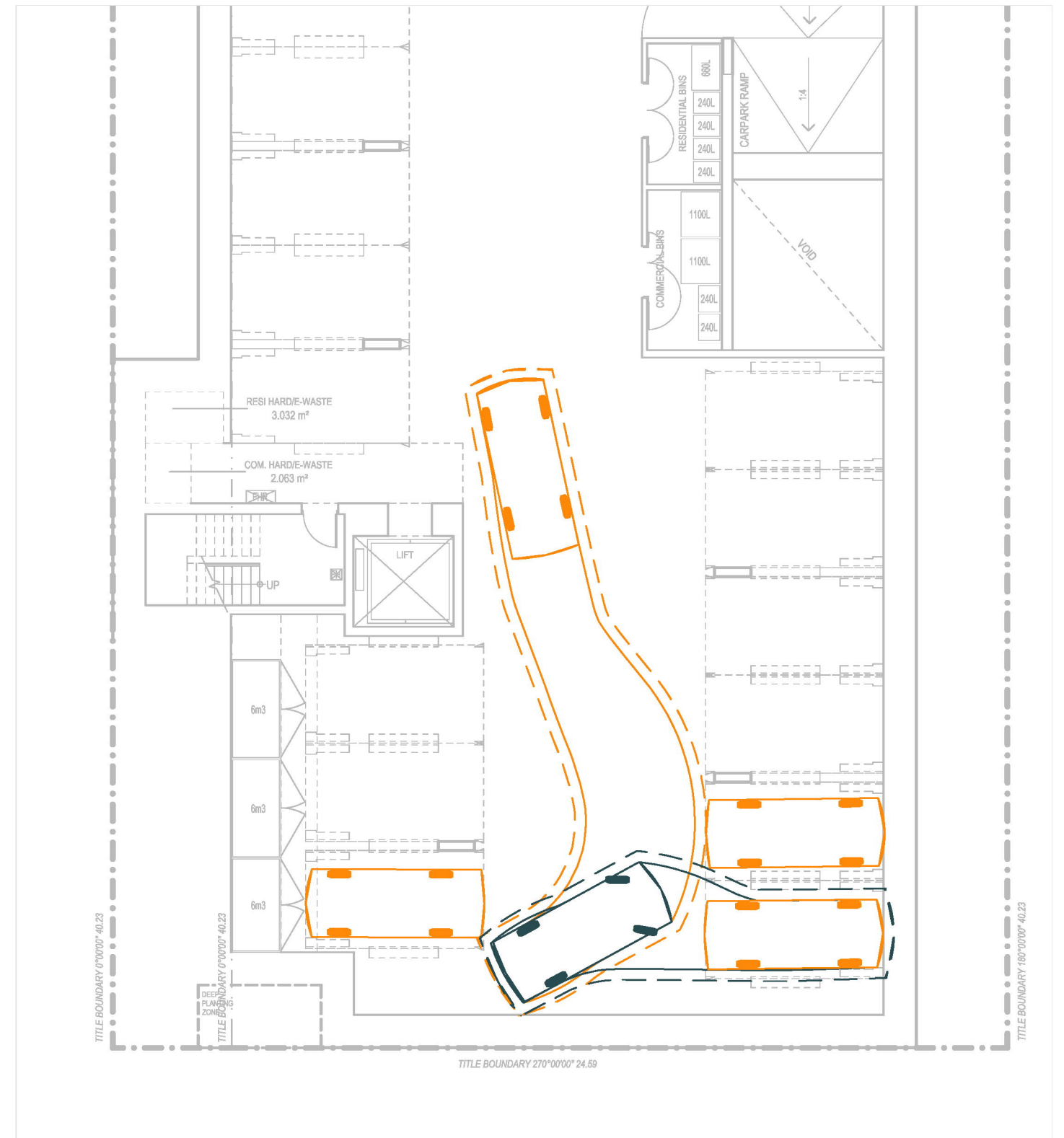
300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



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PLAN**



Exit Manoeuvre

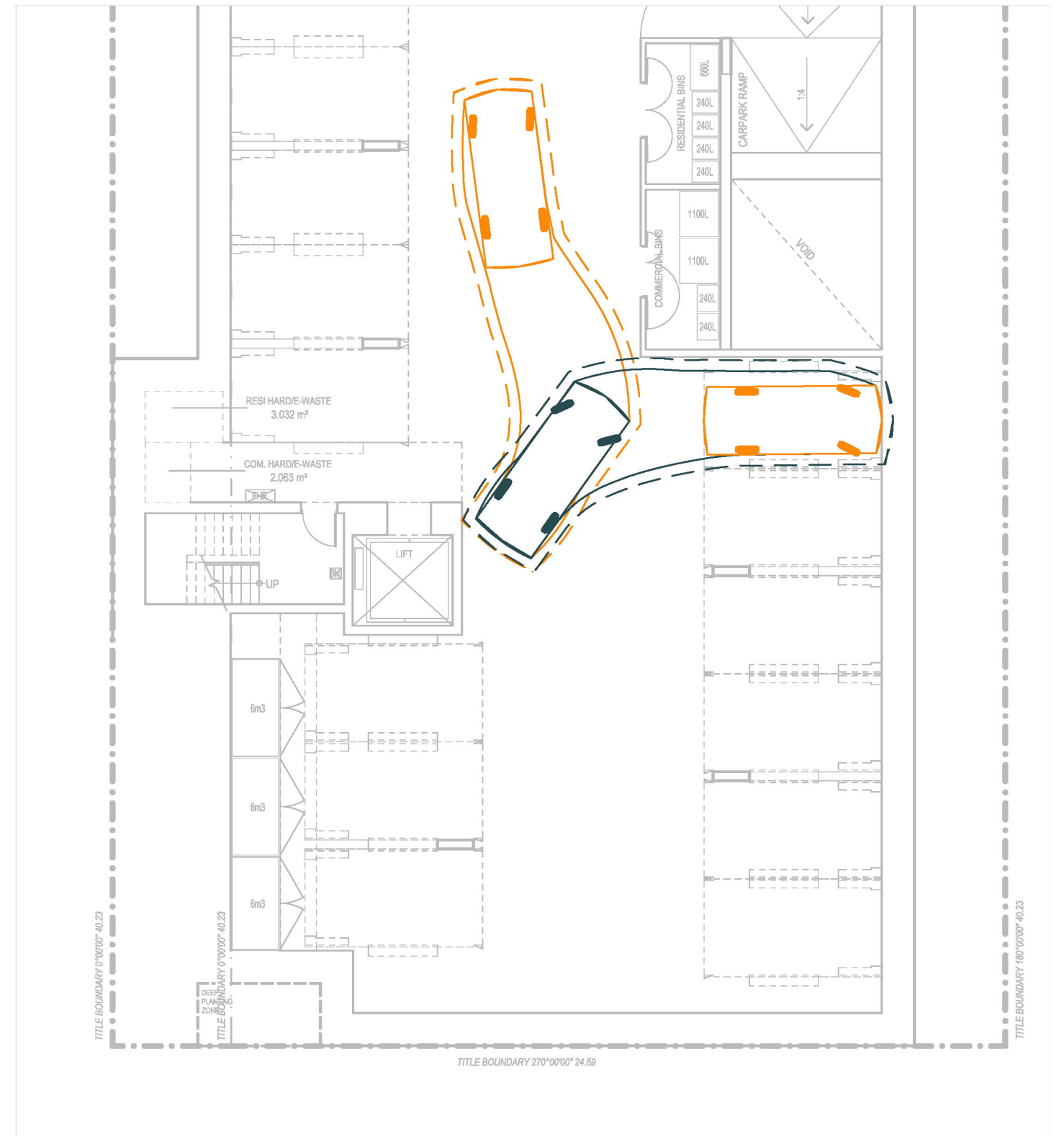
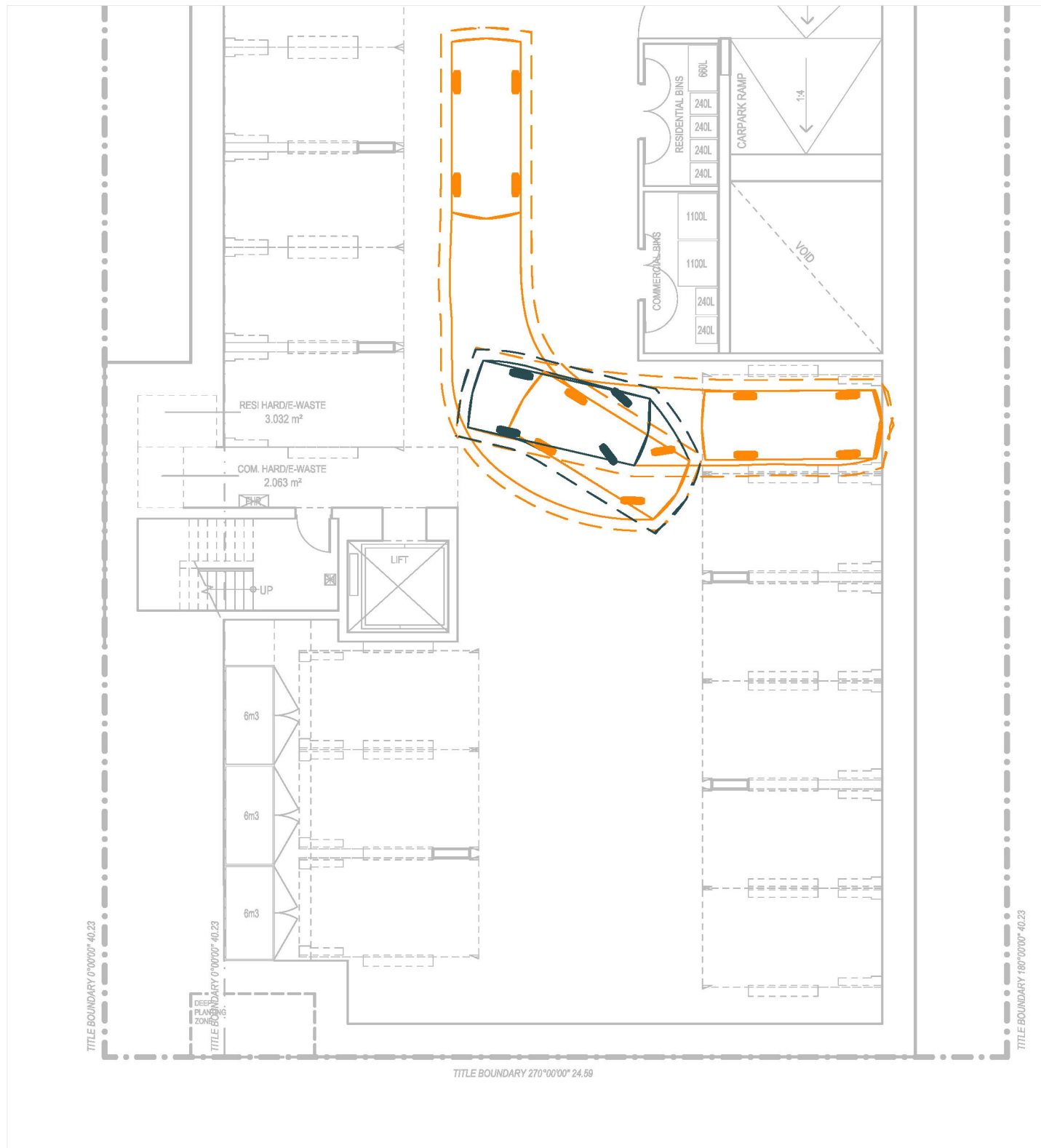
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Amber 05



Entry Manoeuvre

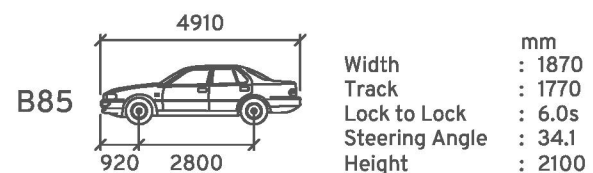
Exit Manoeuvre

Vehicle Envelope

300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



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Amber 06

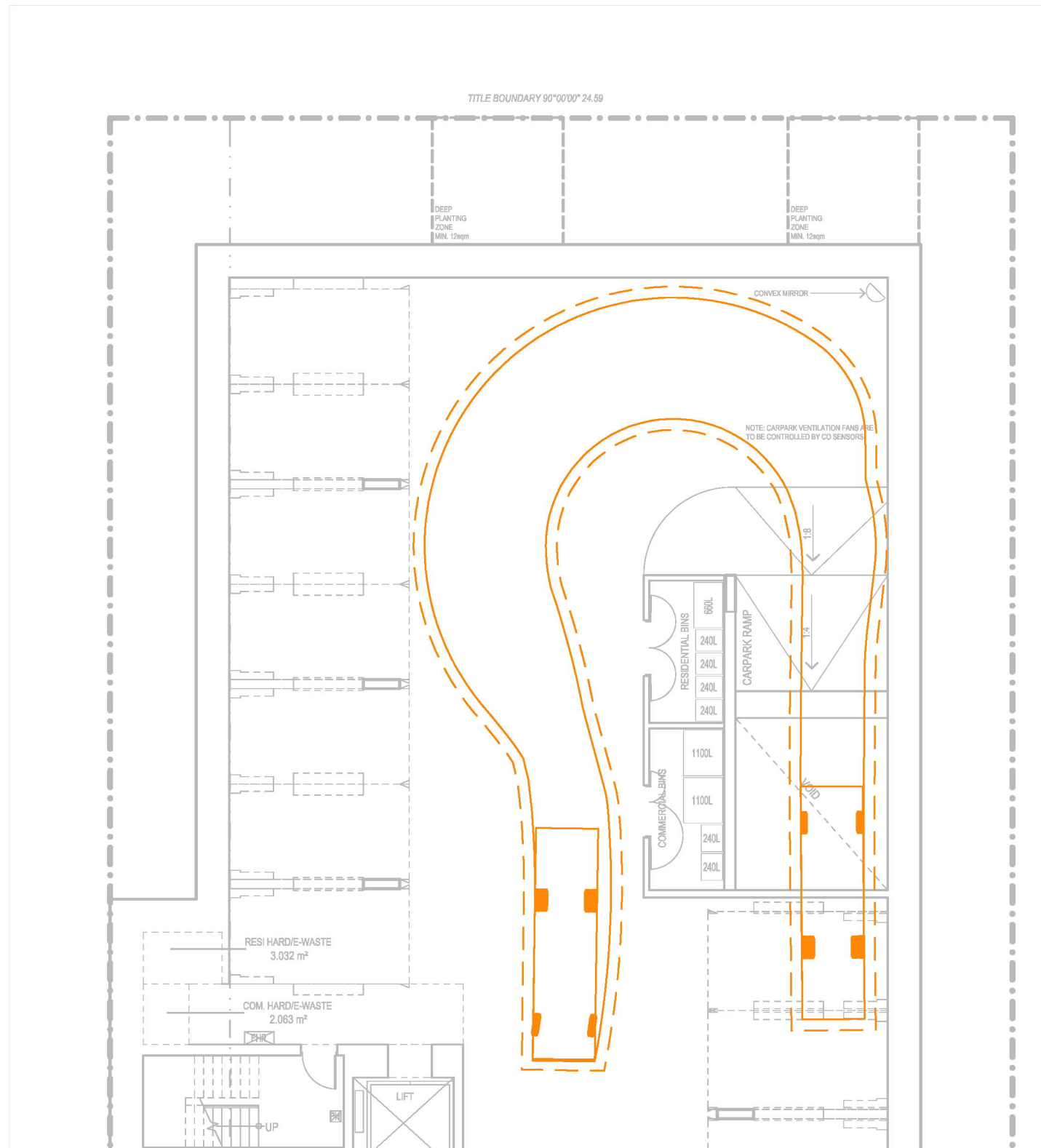
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Appendix B

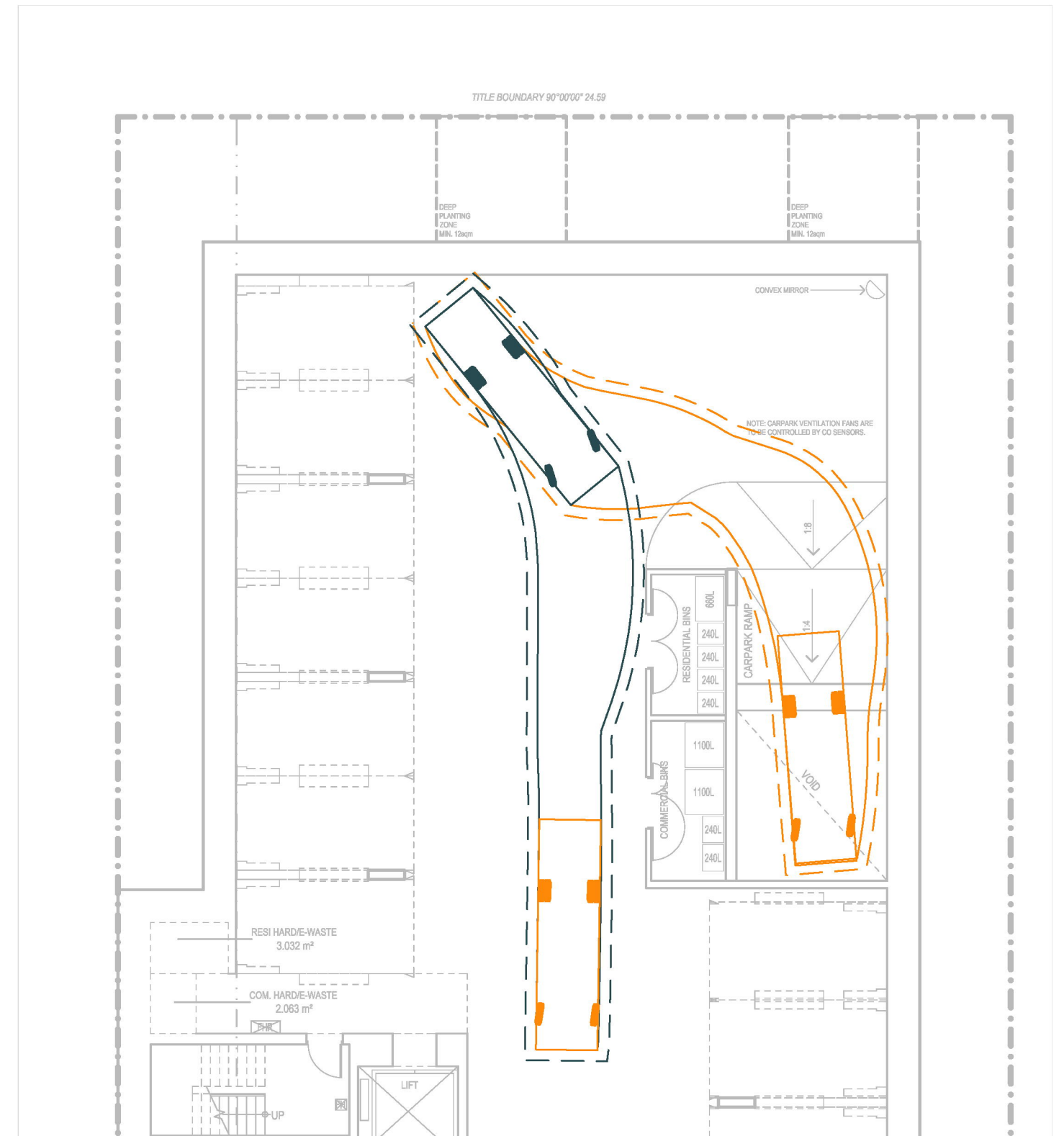
Waste Vehicle Swept Path

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Entry Manoeuvre



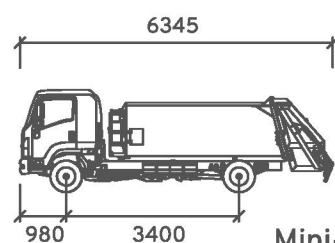
Exit Manoeuvre

Vehicle Envelope

300mm Clearance

Reverse Manoeuvre

Min. Design Speed 5km/h



Mini-Rear Loader Waste Vehicle

Width : 1700 mm
Height : 2080 mm
Kerb-Kerb Radius : 6450 mm
Track : 1670 mm
Kerb-Kerb Radius : 6450 mm
Lock to Lock : 4.0s

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Amber 07