

Traffix Group

Transport Assessment

Proposed Mixed Use Development

1 Henry Street, Belmont

Prepared for
Belmont Projects Pty Ltd

December 2022

G28813R-01D

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Table of Contents

- 1. Introduction..... 5**
- 2. Proposal & Background 5**
- 3. Existing Conditions 9**
 - 3.1. *Subject Site*..... 9
 - 3.2. *Transport Network* 13
 - 3.2.1. Road Network 13
 - 3.2.2. Existing Traffic Conditions 14
 - 3.2.3. Public Transport 14
- 4. Traffic Engineering Assessment 16**
 - 4.1. *Traffic Impact Assessment* 16
 - 4.2. *Road Network* 16
 - 4.3. *Stage 1 Design*..... 19
 - 4.4. *Statutory Car Parking Assessment*..... 23
 - 4.4.1. Parking for Stage 1 23
 - 4.4.2. Parking for Stages 2 and 3 24
 - 4.4.3. Cycling..... 24
 - 4.4.4. Walkability..... 25
 - 4.4.5. Public Transport Accessibility 25
- 5. Conclusions..... 26**

List of Figures

- Figure 1: Former Stage 1 Development Plan 5
- Figure 2: Proposed Masterplan 7
- Figure 3: Stage 1 8
- Figure 4: Locality Plan (Source: Melway Online) 10
- Figure 5: Aerial Photograph (Source: Nearmap) 11
- Figure 6: Land Use Zoning Map (Source: Planning Schemes Online) 12
- Figure 7: Public Transport Map 15
- Figure 8: Former Stage 1 Development Plan 17
- Figure 9: Proposed Masterplan 18
- Figure 10: Stage 1 road layout 19

List of Tables

Table 1: Traffic Count of Henry Street	14
Table 2: Review of proposed street network	20
Table 3: Statutory Car Parking Assessment – Clause 52.06-5	23

List of Appendices

Appendix A Proposed Masterplan

Appendix B Swept Path Diagrams

1. Introduction

Traffic Group has been engaged by Belmont Projects Pty Ltd to undertake a Transport Assessment for a proposed residential development at 1 Henry Street, Belmont.

2. Proposal & Background

The subject site is the former CISRO land at 1 Henry Street Geelong. It is proposed to redevelop the site for largely residential purposes. This requires a rezoning of the plan from Commonwealth Land (CA) to General Residential (GRZ1). This rezoning process was undertaken in 2017 via Amendment C251.

As part of the rezoning, a Masterplan was prepared and a Development Plan Overlay (Schedule 35 to Clause 43.04 Development Plan Overlay - DPO35) was to apply to the subject site.

An extract of the Development Plan at the time of the rezoning process is provided below. The plan envisioned a generally residential development, with the possibility of a future retail/medical use on the corner of High Street. Due to the nature of the proposed zoning (GRZ1), any 'commercial' use would be limited to those permissible under the GRZ.

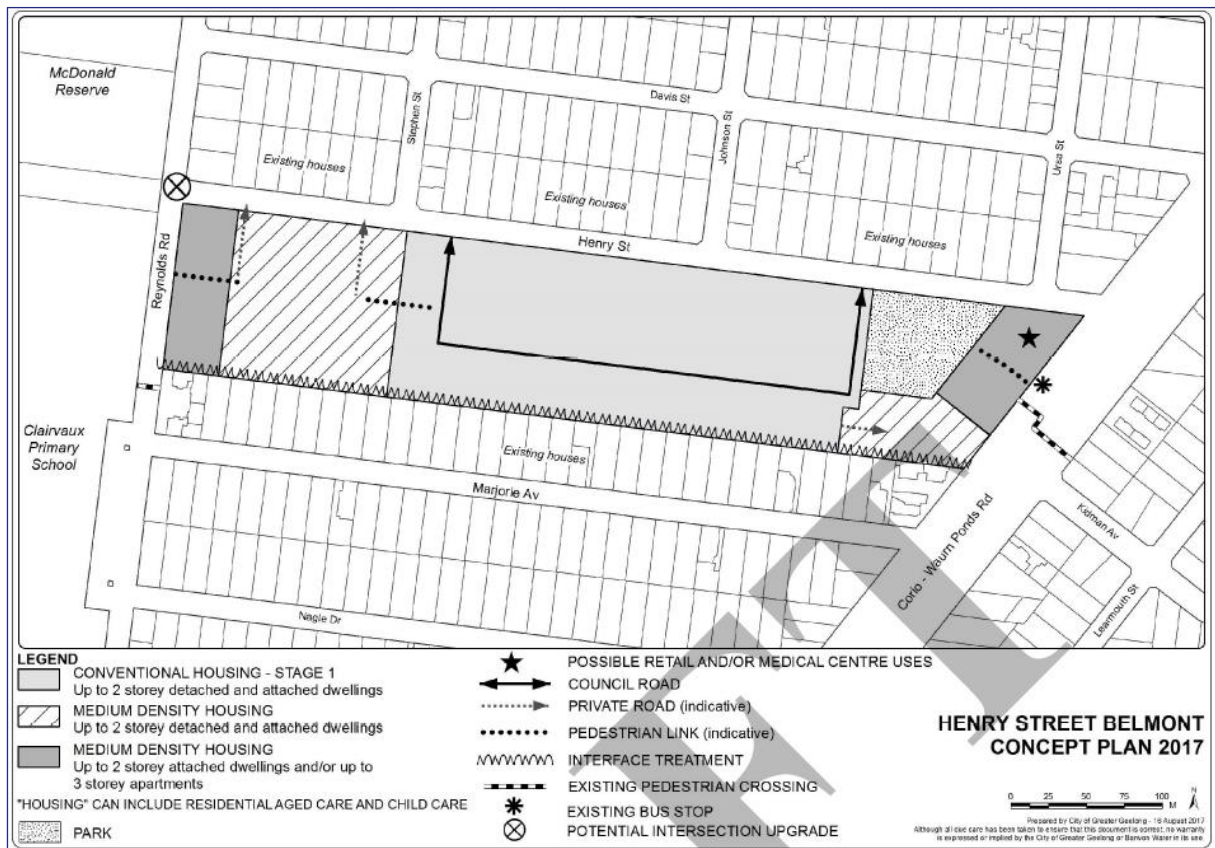


Figure 1: Former Stage 1 Development Plan

Concurrently with the rezoning, a Planning Permit was sought for Stage 1 of the development. Stage 1 was to comprise 61 residential lots and 26 semi-detached townhouses.

Traffix Group previously prepared a Traffic Report assessing the above proposal in February, 2017. This report adopted the following yield as the basis for the traffic impact analysis:

- Stage 1 was to comprise 61 residential lots and 26 semi-detached townhouses. A U-shaped public road was to provide vehicle access around the site.
- Stages 2 and 3 were to provide additional residential lots and subject to future planning applications. A total yield of 220 dwellings estimated when the site was fully developed.

However, the subject site was unable to be rezoned and transferred to the applicant from the Commonwealth until the site was remediated. This meant that the DPO35 and the Planning Permit were unable to be finalised (i.e. the land remains Commonwealth Land) and these planning controls remain in 'draft form'.

The remediation process is now nearing completion. Due to the elapse of time between the planning process undertaken in 2017 and 2021, the applicant has reviewed the previous proposal and is seeking to modify the original development scheme and proposed planning controls.

The revised Masterplan is shown below at Figure 2. A copy of the development plans prepared by Clarke Hopkins Clarke (dated December, 2022) are attached at Appendix A.

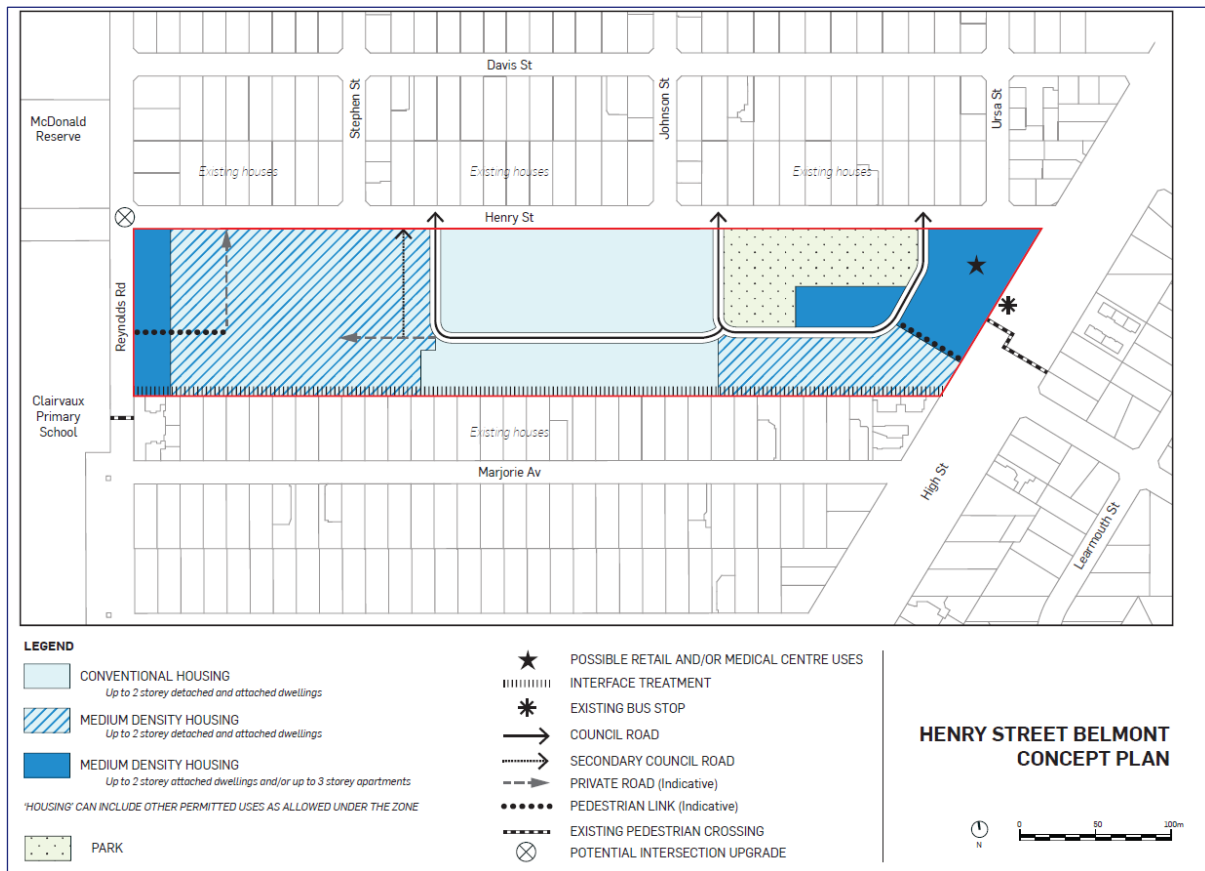


Figure 2: Proposed Masterplan

The applicant now seeks approval of a modified DPO35, together with an amended planning permit for Stage 1 of the development. Stage 2 (west) and Stage 3 (East) would be subject to future planning permit applications.

From a traffic engineering perspective, the development continues to propose a mixture of dwelling forms and sizes. The eastern end of the site envisions the possibility of further residential development and a minor non-residential component. Given the proposed zoning of the land to General Residential (unchanged) future non-residential uses will be limited (if proposed) and may include medical centre, convenience shop or café or other uses allowed under the GRZ.

At Stage 1, the proposal now includes:

- 40 residential lots and 24 semi-detached townhouses for a total of 64 dwellings (i.e. 23 less lots than previously proposed).
- In addition to the public U-shaped road through the site, a public laneway is also proposed along the western boundary.

Stages 2 and 3 will provide additional residential dwellings, possible a minor non-residential element. A total yield of 220 dwellings has always been estimated when the site is fully developed across all stages. This remains the same with the previous assessment.

The plan below illustrates the detailed plans for Stage 1.

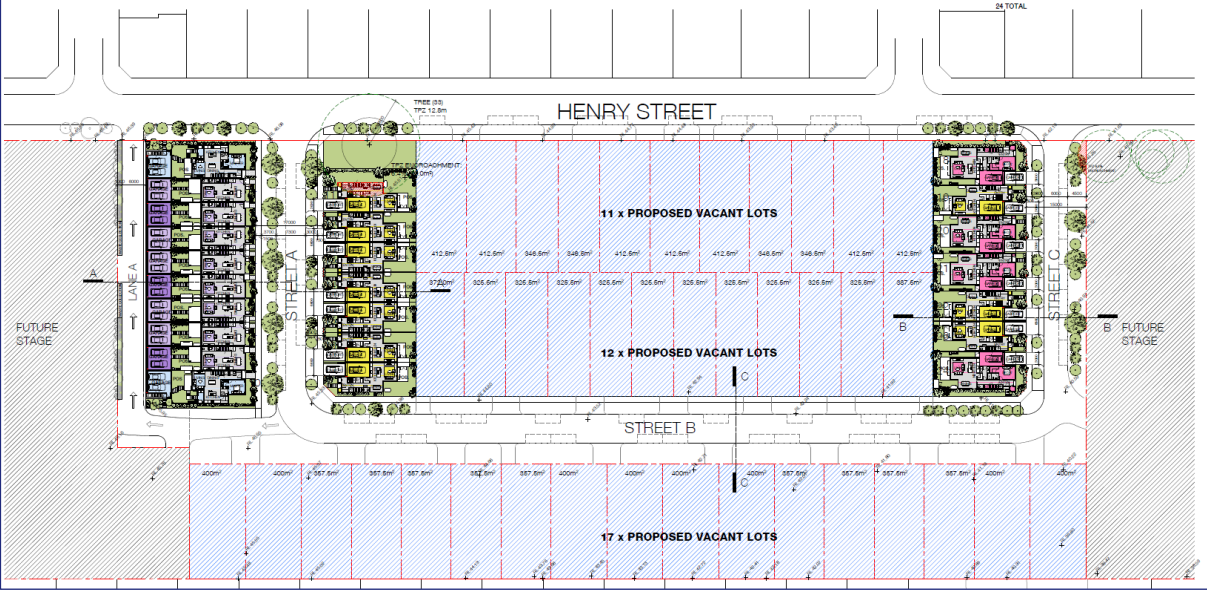


Figure 3: Stage 1

3. Existing Conditions

3.1. Subject Site

The development site is located on the block bordered by Princes Highway, Henry Street and Reynolds Road in Belmont. An aerial photograph of the site and a locality plan are provided at Figure 1 and Figure 5.

The subject site is irregular in shape and has a site area of approximately 62,000m². The site has frontages of approximately 127m to High Street (formerly Princes Highway), 600m to Henry Street and approximately 110m to Reynolds Road.

The site was previously occupied by CSIRO, however it has been closed for some time. We understand that the demolition of the existing buildings occurred some time ago and site remediation is underway.

Vehicle access to the site was provided to Henry Street in 6 places. A single vehicle access point is also available to Princes Highway, at the site's southern boundary.

The site is Commonwealth Land (CA) under the Greater Geelong Planning Scheme as presented in Figure 6.

Land-use adjacent to the site is generally residential.

Significant non-residential land-uses in the surrounding area include:

- **McDonald Reserve**, located in Reynolds Road, extending north from Henry Street, and
- **Clairvaux Catholic Primary School**, located opposite the site in Reynolds Road.

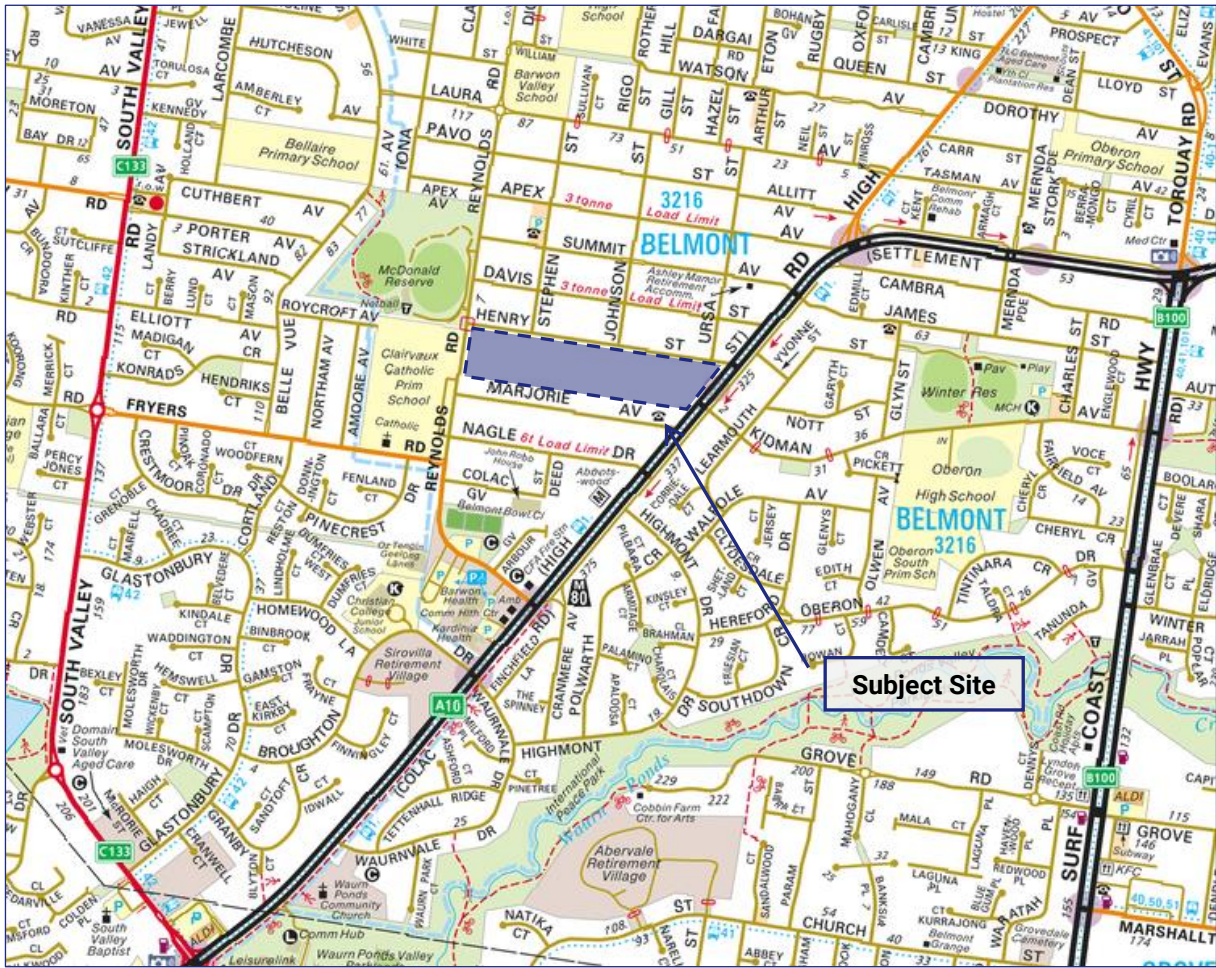


Figure 4: Locality Plan (Source: Melway Online)



Figure 5: Aerial Photograph (Source: Nearmap)

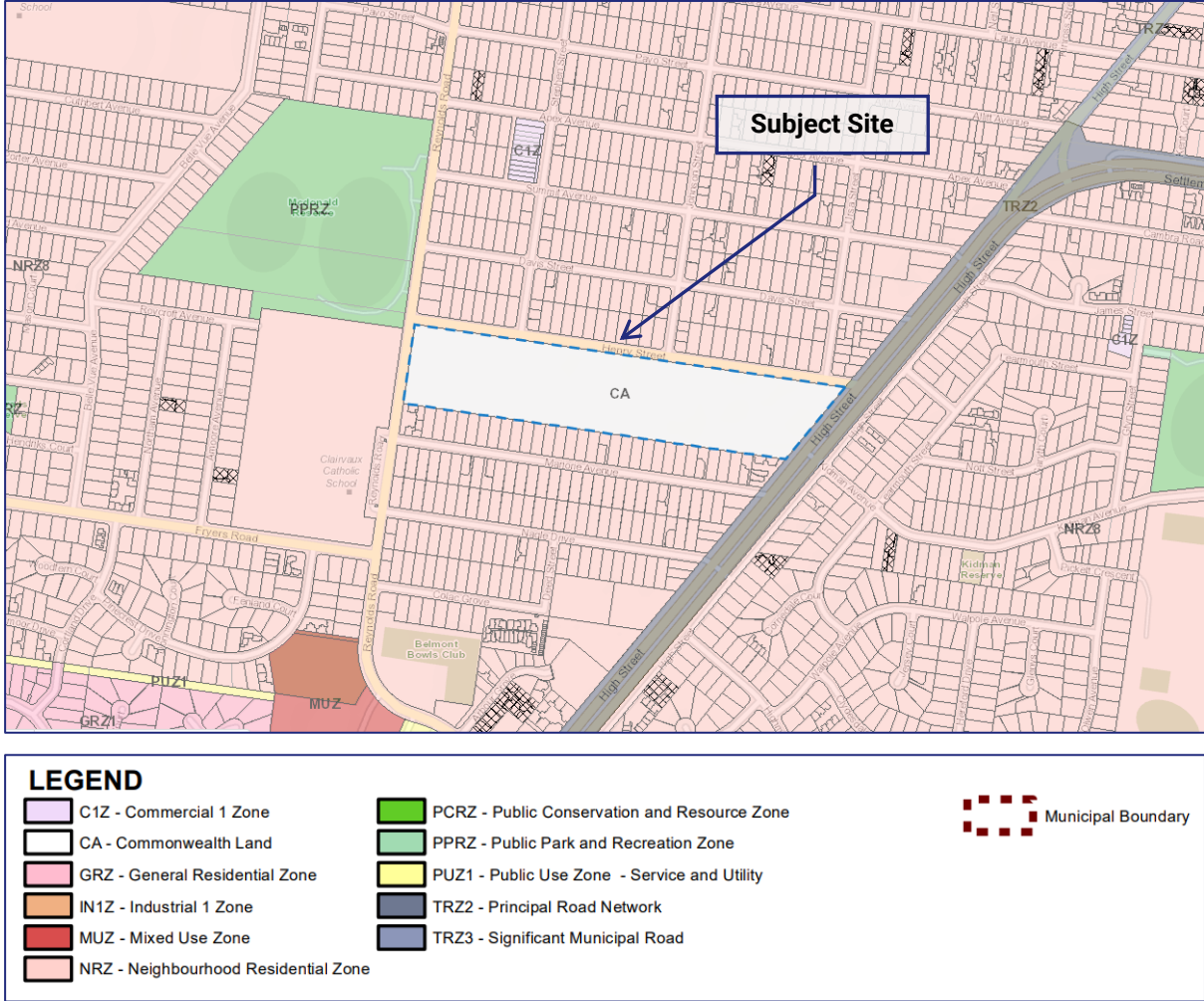


Figure 6: Land Use Zoning Map (Source: Planning Schemes Online)

3.2. Transport Network

3.2.1. Road Network

High Street (also named Corio-Waurn Ponds Road, and formerly Princes Highway) is an Arterial Road and Transport Zone 2 under the Planning Scheme. High Street is aligned in a northeast-southwest direction.

Adjacent to the site, High Street provides two traffic lanes in each direction divided by a central median. The north side of the carriageway also provides a wide shared parking and bicycle lane. A service road is provided on the south side.

A signalised pedestrian crossing is located 80m south of Henry Street.

A 70km/h speed limit applies to High Street.

Henry Street is a local road providing an east-west connection between High Street and Reynolds Road.

Henry Street has a carriageway width varying between approximately 7m and 7.8m. This width provides for either a traffic lane in each direction and kerbside parking on one side of the road or kerbside parking on both sides of the road and a single lane for two-way traffic. On-street parking in Henry Street is unrestricted.

The intersection of Henry Street and High Street is an unsignalised T-intersection. A median break allows for all turning movements.

A footpath is only provided on the north-side of Henry Street (i.e. not along the subject site's frontage).

The default urban speed limit of 50km/h applies to Henry Street.

Reynolds Road is a local road aligned in a north-south direction between High Street in the south and William Street in the north. Adjacent to the site Reynolds Road has a carriageway width of 8.5m. This width provides for either a traffic lane in each direction and kerbside parking on one side of the road or kerbside parking on both sides of the road and a single lane for two-way traffic.

On-street parking in Reynolds Road is generally unrestricted, although some areas of 'No Stopping 8:15am-9:30am, 3pm-4pm School Days' are located near the school.

A 50km/h speed limit applies to Reynolds Road, with a 40km/h school zone speed limit applying between 8-9:30am and 2:30-4pm on School days.

3.2.2. Existing Traffic Conditions

A 7-day automatic tube count traffic surveys of Henry Street between Stephen Street and Johnson Street for week beginning the and 26th July, 2015. A summary of the results is presented below at Table 1.

While these counts are approaching 6 years old, we are of the view that it is unlikely that traffic volumes in Henry Street have materially changed given the subject site remains vacant and there has not been significant land use changes in the nearby area.

Table 1: Traffic Count of Henry Street

Characteristic	Values		
	Eastbound	Westbound	Total
24hr Weekday Average	509 vehicles per day	580 vehicles per day	1,090 vehicles per day
AM Peak Hour Volume	68 vehicles per hour	80 vehicles per hour	141 vehicles per hour
AM Peak Hour	8am-9am	8am-9am	8am-9am
PM Peak Hour Volume	84 vehicles per hour	98 vehicles per hour	182 vehicles per hour
PM Peak Hour	3pm-4pm	3pm-4pm	3pm-4pm

The above table indicates that Henry Street carries a two-way traffic volume of approximately 1,100 vehicles per weekday and a two-way traffic volume of approximately 142-182 vehicles per peak hour.

The PM peak hour for Henry Street occurs between 3-4pm, which coincides with the afternoon school pick-up period.

3.2.3. Public Transport

The site has access to public transport with bus services located within walking distance from the site.

Bus Route 1 provides a service between Waurm Ponds and Corio via Belmont, South Geelong, the Geelong CBD and North Geelong. This service directly connects the site with central Geelong, Geelong train station and the Waurm Ponds Activity Centre.

A map of the public transport network surrounding the site is provided at Figure 13 below.

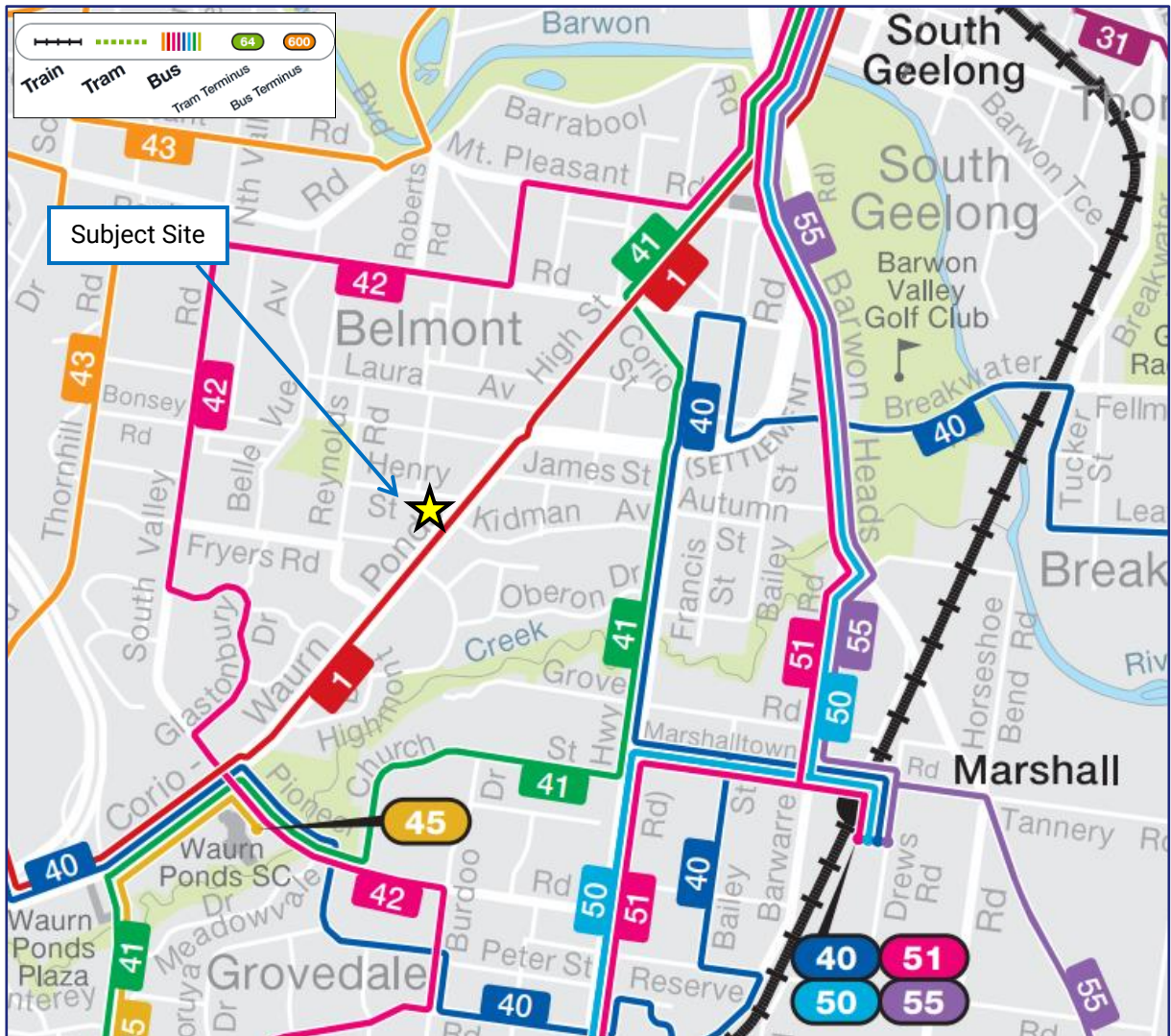


Figure 7: Public Transport Map

Source: ptv.vic.gov.au

4. Traffic Engineering Assessment

4.1. Traffic Impact Assessment

Traffix Group previously prepared a Traffic Report assessing the above proposal in February, 2017. This report adopted the following yield as the basis for the traffic impact analysis:

- Stage 1 was to comprise 61 residential lots and 26 semi-detached townhouses for a total of 87 dwellings.
- Stages 2 and 3 were to provide additional residential lots and subject to future planning applications. A total yield of 220 dwellings estimated when the site was fully developed.

No commercial use was assumed on the basis that this component would be limited, as per the zoning of the land.

The proposal now includes:

- Stage 1 will comprise 40 residential lots and 24 semi-detached townhouses for a total of 64 dwellings.
- Stages 2 and 3 will provide additional residential dwellings, possible a minor non-residential element. A total yield of 220 dwellings estimated when the site was fully developed across all stages. This remains the same with the previous assessment.

Essentially, the development yield on the site will be similar (albeit approximately 20 dwellings less) to the previously assessed and approved arrangements. Accordingly, the proposed amendments do not change the expected traffic impacts of the development of the site compared to the previous assessment considered by the Council and Planning Panel. We are satisfied that detailed traffic assessment of the impacts of the amended development scheme is not necessary as the yield has not significantly changed.

A Planning Permit is sought for Stage 1 only, with Stages 2 and 3 being subject to future planning applications. Accordingly, the Responsible Authority can request the applicant prepare a further detailed traffic impact study if the total yield on the site under Stages 2 or 3 deviates significantly from the above assumptions.

4.2. Road Network

The approved DPO included a concept plan of the development of the site, an extract of which is provided at Figure 8. From a transport network perspective, the key parts of the plan illustrated:

- A U-shaped public road (to be managed by Council), linking back to Henry Street.
- Pedestrian links connecting the site in an east-west direction.
- Private road links servicing Stages 2 and 3 are the ends of the site.
- No vehicle access to Reynolds Road or High Street.

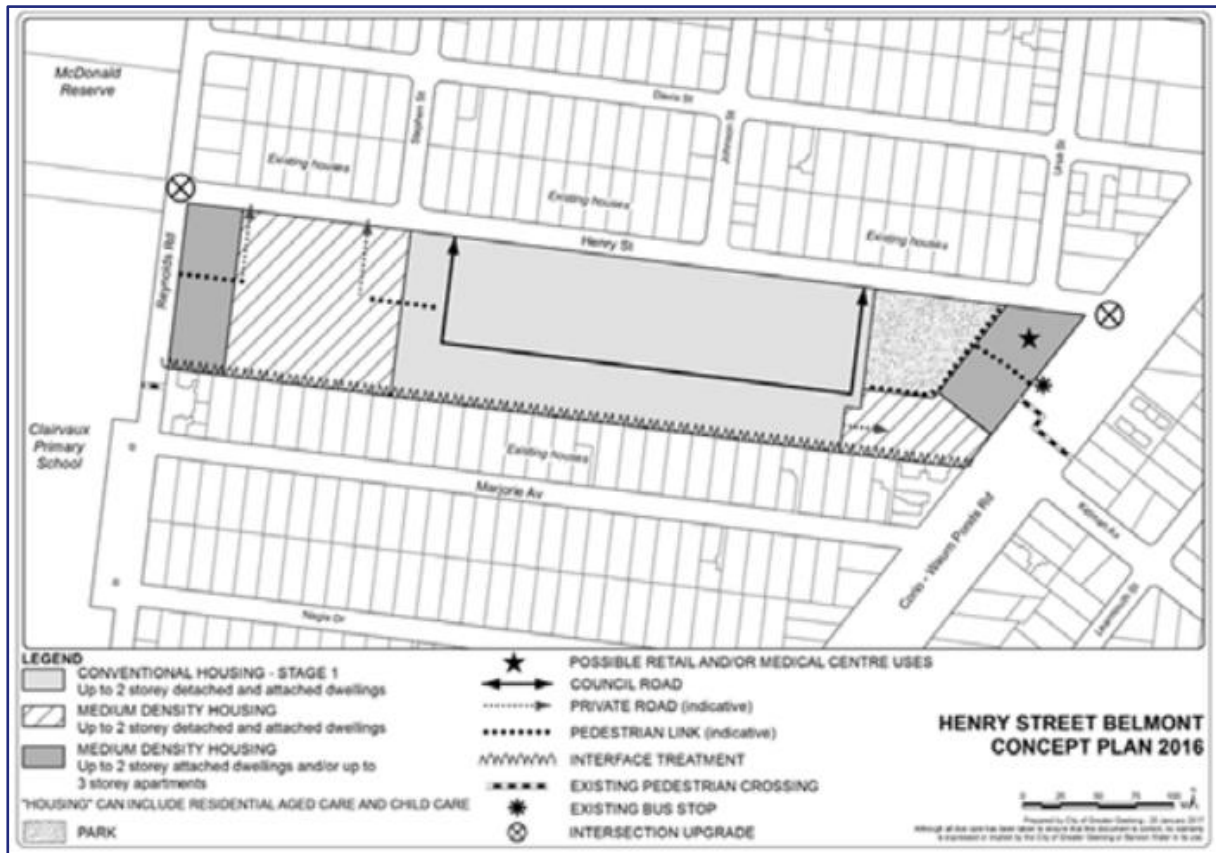


Figure 8: Former Stage 1 Development Plan

Figure 9 illustrates the new Masterplan. Under this plan, the public road link will be extended into the eastern and western portions of the site and three connections provided to Henry Street (instead of two). A potential road link directly to High Street is shown in the vicinity of Kidman Avenue. This link would be limited to left-in/left-out movements only. The plan also maintains east-west pedestrian connectivity through the site.

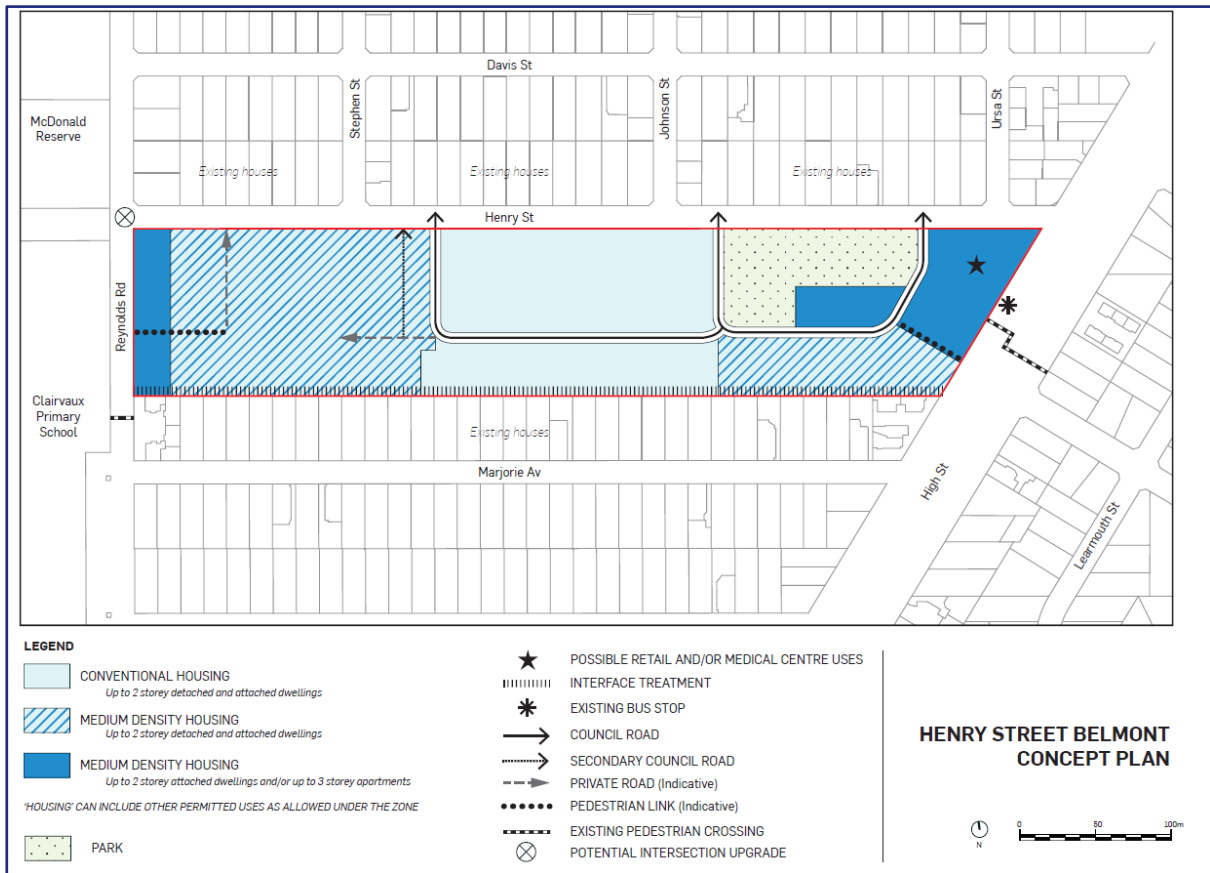


Figure 9: Proposed Masterplan

From a traffic engineering perspective, the two concepts remain very similar. The provision of an additional public road access point to Henry Street is not materially different, particularly in the context that the previous plan envisioned additional private road links to Henry Street to service Stages 2 and 3 in any case.

The addition a potential road link directly to High Street will require approval of Regional Roads Victoria (RRV, formerly VicRoads). Traffix Group has held preliminary discussions with RRV where this arrangement was discussed in concept. We are satisfied that this road link is possible, provided it is limited to left-in/left-out so as to not create additional vehicle conflict at Kidman Avenue (i.e. create an four-way cross intersection on an arterial road). Ultimately, approval of this road link (if proposed) would be sought at the time of the planning permit application for Stage 3.

Overall, we are satisfied that the proposed road network is not materially different from that which was originally considered and is acceptable.

4.3. Stage 1 Design

The figure below sets out the detail of the proposed road network for Stage 1.

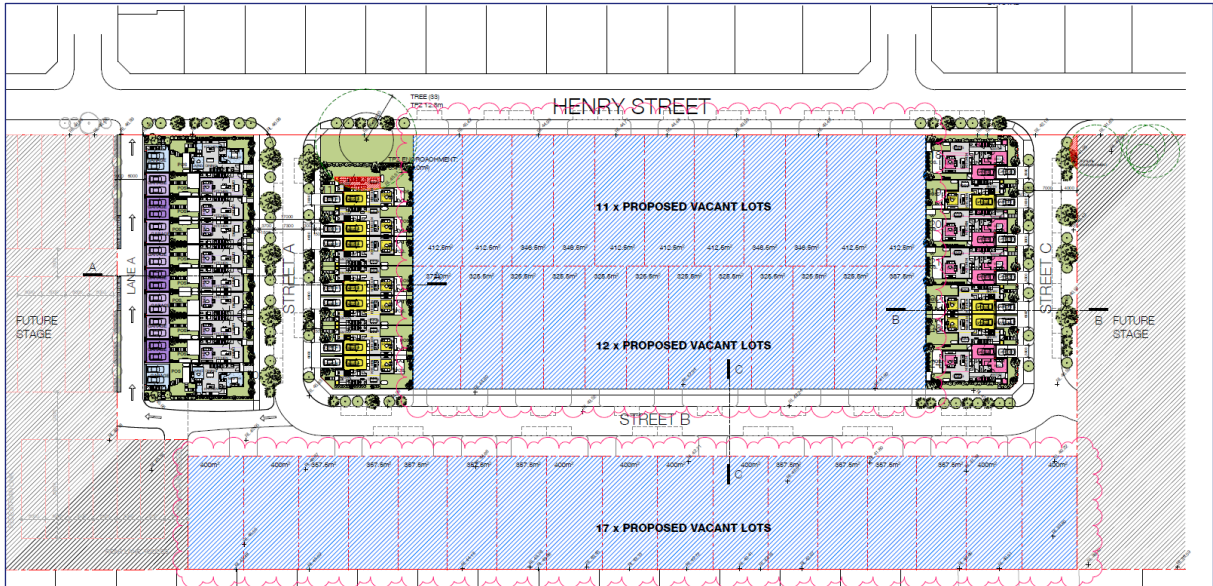


Figure 10: Stage 1 road layout

The road layout proposed for Stage 1 is for an entirely public road network made up of a U-shaped local road network (Street A, B and C) and a laneway (Lane A), which is exit only to Henry Street

The new local roads proposed for Stage 1 have been designed to be generally in accordance with the Infrastructure Design Manual (Version 5.3, dated March, 2020), with the exception of the Street C. A comparison between the IDM and the proposed roads is set out in the following table.

Table 2: Review of proposed street network

Specification	IDM	Proposed	Comments
Access Street (Street A & B)			
Carriageway width	7.3m	7.3m	Complies
Road Reserve	16m	17m	Complies
Minimum Verge	3.5m	4.5-5.2m	Complies
Parking	On carriageway, both sides	On carriageway, both sides	Complies
Footpath	Both sides	Both sides	Complies
Cycling provision	On-street	On-street	Complies
Access Street (Street C)			
Carriageway width	7.3m	6.0m	Proposed road is 1.3m narrower than required, however it complies with the requirements of Clause 56.06 for an Access Street – Level 1.
Road Reserve	16m	15m	Road reserve is 1m narrower than required, however we consider this acceptable, given that the eastern side of the road fronts a park.
Minimum Verge	3.5m	4.5m	Complies
Parking	On carriageway, both sides	On one side	Parking is only available on one side of the road, however this is consistent the requirements of Clause 56.06 for an Access Street – Level 1.
Footpath	Both sides	Both sides	Complies
Cycling provision	On-street	On-street	Complies

Specification	IDM	Proposed	Comments
Access Lane			
Carriageway width	5.5m	6.0m	Complies
Road Reserve	As determined by turning movements	7.0m	Checked and complies. Adequate access is provided to all garages.
Parking	One side of the carriageway	Possible, where no crossovers are proposed	Complies
Footpath	None – pedestrians share the street	None – pedestrians share the street	Complies

Based on the above, the proposed road network generally meets Council’s design requirements for public road networks, with the exception of Road C, which has a slightly narrower carriageway and road reserve.

The road reserve of 15m is 1m shorter than the IDM requirements, however the verge widths exceed the minimum requirements 3.5m. Additionally, we understand that as a part of the Stage 3 works, that the land on the eastern side of Road C will be parkland. This reduces the space required for services within the road reserve on this side of the road, and accordingly, we consider that a 15m road reserve is appropriate in this instance.

The carriageway width of 6.0m is 1.3m narrower than the IDM requirements, however still complies with Clause 56.06 of the Planning Scheme for an Access Street – Level 1.

This street would be expected to serve approximately half of the lots fronting the internal road network, or 27 lots. The level of traffic associated with these lots is not expected to be significant (in the order of 270 daily vehicle trips),

An Access Street – Level 1 has an environmental capacity of up to 2,000 vehicles per day, which can more than accommodate the expected level of traffic.

Additionally, although the carriageway width only accommodates car parking on one side of the road, the on-street car parking throughout the road network far exceeds the requirements set out in Clause 56.06 (see Section 4.4.1).

Overall, we are satisfied that the proposed road network is appropriate.

In addition to the above, 3m x 3m pedestrian splays are provided at intersections or corners of the internal access road to comply with Clause 56.06.

Swept path diagrams demonstrating access by an 8.8m Medium Rigid Vehicle (MRV) are attached at Appendix B. This vehicle is consistent both municipal waste collection vehicles

and CFA fire appliances. Accordingly, we are satisfied with the accessibility of the new public road.

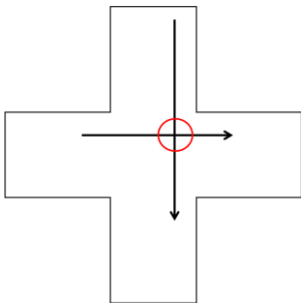
The waste truck can circulate the site easily using the loop created by the road network. The waste truck can easily access all properties under Stage 1 and later stages and there is no need to provide consolidated bin holding pads.

We are also satisfied that all roads are adequately offset from any existing T-intersections along Henry Street.

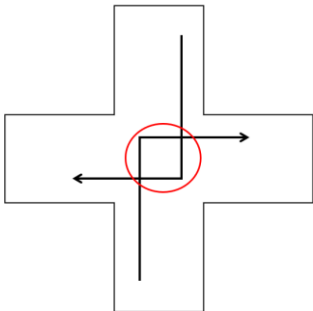
Lane C is offset 12m from the Henry Street / Stephen Street intersection (centre-to-centre of carriageways), while all other offsets are in excess of 30m.

This offset between Lane C and Henry Street / Stephen Street is acceptable as it:

- limits cross intersection movements, which relates to conflict/safety (i.e. movements across Henry Street between Lane A and Stephen Street), and



- prevents overlapping right-turn movements blocking each other on the main road, leading to congestion or conflict.



In this case, and as confirmed by the swept paths attached in Appendix B, the proposed crossover location adheres to the general guidelines outlined above. Accordingly, we consider the road location to be appropriate.

Based on the above, we are satisfied with the design of the new public road network.

4.4. Statutory Car Parking Assessment

The proposed development of Stage 1 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.

Table 1 of Clause 52.06-5 requires car parking for dwellings to be provided at the rates set out in the following table.

Table 3: Statutory Car Parking Assessment – Clause 52.06-5

Table with 2 columns: Use, Statutory Car Parking Rate (Column A). Rows include One or two-bedroom Dwelling (1 space per dwelling), Three or more Bedroom Dwelling (2 spaces per dwelling), Residential Visitors (1 space per 5 dwellings). Includes a note about rounding down requirements.

It is expected that each dwelling will provide car parking for residents in accordance with the above rates. However, visitors will have to park on-street, which is consistent with other residential areas.

Clause 56.06 of the Planning Scheme requires 1 visitor car spaces for every 2 lots as a design requirement local residential street. This is discussed further below.

4.4.1. Parking for Stage 1

Stage 1 comprises 64 residential lots. Parking for residents will be provided within each lot using private garages at the rates specified in Clause 52.06-5.

The visitor parking requirement will be accommodated by on-street parking within the new internal access road or along Henry Street.

There are in excess of 57 public on-street car spaces available in Stage 1, including:

- There are in excess of 13 on-street car spaces available on the south side of Henry Street, along the frontage of Stage 1.
- There are at least 44 kerbside spaces available along both sides the internal roads of the site (Road A, Road B and Road C).

As parking is provided at a ratio of almost 1:1 with dwellings, the provision of on-street parking exceeds the requirements of Clause 56.06.

We understand that Council has requested that indented parking by provided along Henry Street and the former indented bus bay on Henry Street be removed. The plans indicatively show the bus bay being removed (and the kerb line of Henry Street straightened), but do not show indented parking.

It is our view that there is no need to create indented parking along Henry Street. Henry Street has a carriageway width of 7 to 7.8m in width, which allows parking on both sides of the road and a lane for two-way traffic (if cars park opposite one another).

Henry Street carries in the order 1,100 vehicles per weekday. The configuration of Henry Street is consistent with an Access Street – Level 2 under Clause 56.06 of the Planning Scheme. This street classification has an environmental capacity of up to 3,000 vehicles per day over a 7-7.5m wide carriageway, with parking on both sides of the carriageway (i.e. there is no requirement for indented parking for this type of street).

The original traffic assessment prepared by our office forecast that traffic volumes in Henry Street would increase to approximately 2,000 vehicles per day at its western end. This volume may be lower under the revised Masterplan with the direct vehicle link proposed to High Street removing some traffic from Henry Street.

As the volumes of Henry Street would remain well within its environmental capacity and align with its current configuration, we see no traffic engineering reason why indented parking needs to be provided on the south side of Henry Street and the existing on-street parking car remain.

4.4.2. Parking for Stages 2 and 3

Car parking for Stages 2 and 3 will detailed at the Planning Permit Application Stage of each stage. Parking will be provided in accordance with the rates specified at Clause 52.06-5 and would be assessed at the Planning Permit Application Stage.

Stages 2 and 3 will need to provide visitor parking at a rate of 1 space per 5 dwellings and achieve the overall objective of 1 space per two lots for on-street parking.

4.4.3. Cycling

The subject land has access to bicycle infrastructure. High Street provides a shared parking/bicycle lane on the west side of the road and sealed shoulder on the east side. The nearby local road network is suitable for cycling and an off-road bicycle shared path is provided along Waurin Ponds Creek to the south.

Clause 52.34 of the Planning Scheme specifies parking for residential four or more storeys, however in practice is also used as a guide for developments less than four storeys. Each dwelling of Stage 1 will be able to provide adequate bicycle parking opportunities within the private garages provided.

The provision of bicycle parking for Stages 2 and 3 would be detailed at the Planning Permit Application Stage.

4.4.4. Walkability

Walking is significant mode of transport and the most sustainable transport mode. As an established residential area, most streets provide footpaths on both sides of the road. A signalised pedestrian crossing of High Street is provided along the site's frontage.

Some improvements are required. There is currently no footpath along the site's frontage to Henry Street (only on the north side of Henry Street). This footpath will need to be constructed as part of the development of the site.

The new public access road through Stage 1 of the development will have a road reserve width of 15-17m, sufficient to provide footpaths on both sides of the road.

The future Stages 2 and 3 will be highly walkable with pedestrian links to Stage 1 providing a highly permeable pedestrian network with links to High Street, Reynolds Road and Henry Street.

4.4.5. Public Transport Accessibility

The public transport services available to the site are detailed at Section 3.4. The site has convenient access to the Route 1 bus service which provides a direct connection between Deakin University and the Geelong CBD. Other services are available by interchanging with this route.

The majority of the site is within 400m walking distance of the bus stops on Princes Highway (the site is approximately 600m long). We are satisfied that this bus route is readily accessible by a short walk (7-8mins).

We are satisfied that the site has reasonable and comparable access to public transport services in the context of other residential areas around Geelong, including the wider Belmont area.

5. Conclusions

This report presents a traffic impact assessment of the proposed rezoning of 1 Henry Street, Belmont from Commonwealth Land (CA) to a General Residential 1 Zone (R1Z) and a planning permit application for Stage 1.

The masterplan of the site illustrates a three-stage residential development to comprise approximately 220 dwellings. Stage 1 comprises 64 dwellings serviced by a new public road.

The number of dwellings ultimately included in stages 2 and 3 will generally be in accordance with the masterplan that forms part of DPO35 and would be assessed in detail when a planning permit application is lodged for each stage.

The traffic impacts of the proposal will be consistent with those already completed as part of the previous rezoning process as the total yield of the site will not markedly change.

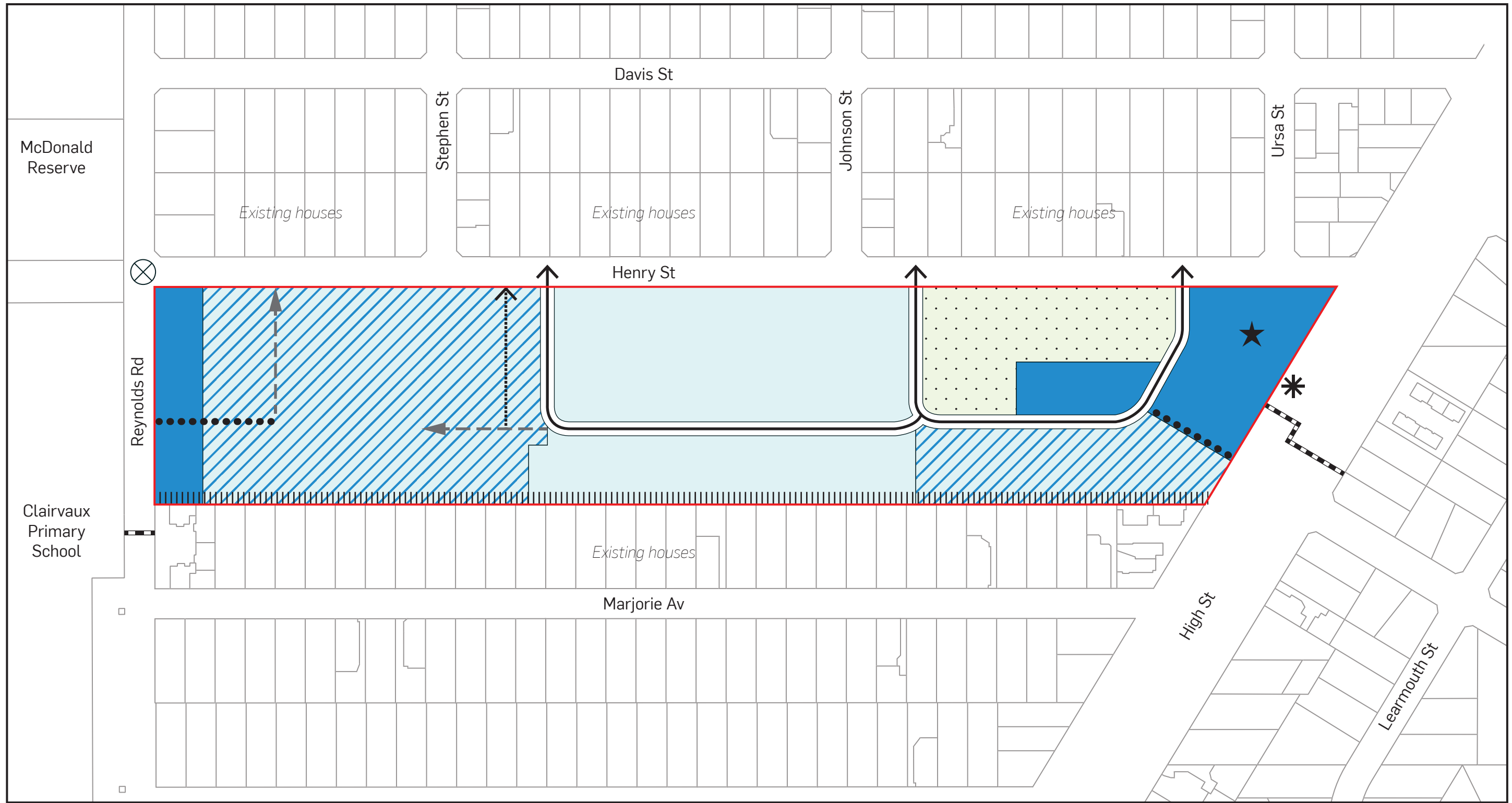
The proposed layout of the new public road generally accords with Council's current design standards and Clause 56.06 and is of appropriate dimensions to accommodate the expected development traffic.

Car parking for residents of Stage 1 will be provided off-street within private garages. A high level of on-street parking is provided to accommodate visitor parking demands in accordance with Clause 56.06 and 52.06-5 of the Greater Geelong Planning Scheme.




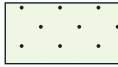











Appendix A

Proposed Masterplan



LEGEND

-  CONVENTIONAL HOUSING
Up to 2 storey detached and attached dwellings
-  MEDIUM DENSITY HOUSING
Up to 2 storey detached and attached dwellings
-  MEDIUM DENSITY HOUSING
Up to 2 storey attached dwellings and/or up to 3 storey apartments
- 'HOUSING' CAN INCLUDE OTHER PERMITTED USES AS ALLOWED UNDER THE ZONE*
-  PARK

-  POSSIBLE RETAIL AND/OR MEDICAL CENTRE USES
-  INTERFACE TREATMENT
-  EXISTING BUS STOP
-  COUNCIL ROAD
-  SECONDARY COUNCIL ROAD
-  PRIVATE ROAD (Indicative)
-  PEDESTRIAN LINK (Indicative)
-  EXISTING PEDESTRIAN CROSSING
-  POTENTIAL INTERSECTION UPGRADE

**HENRY STREET BELMONT
CONCEPT PLAN**



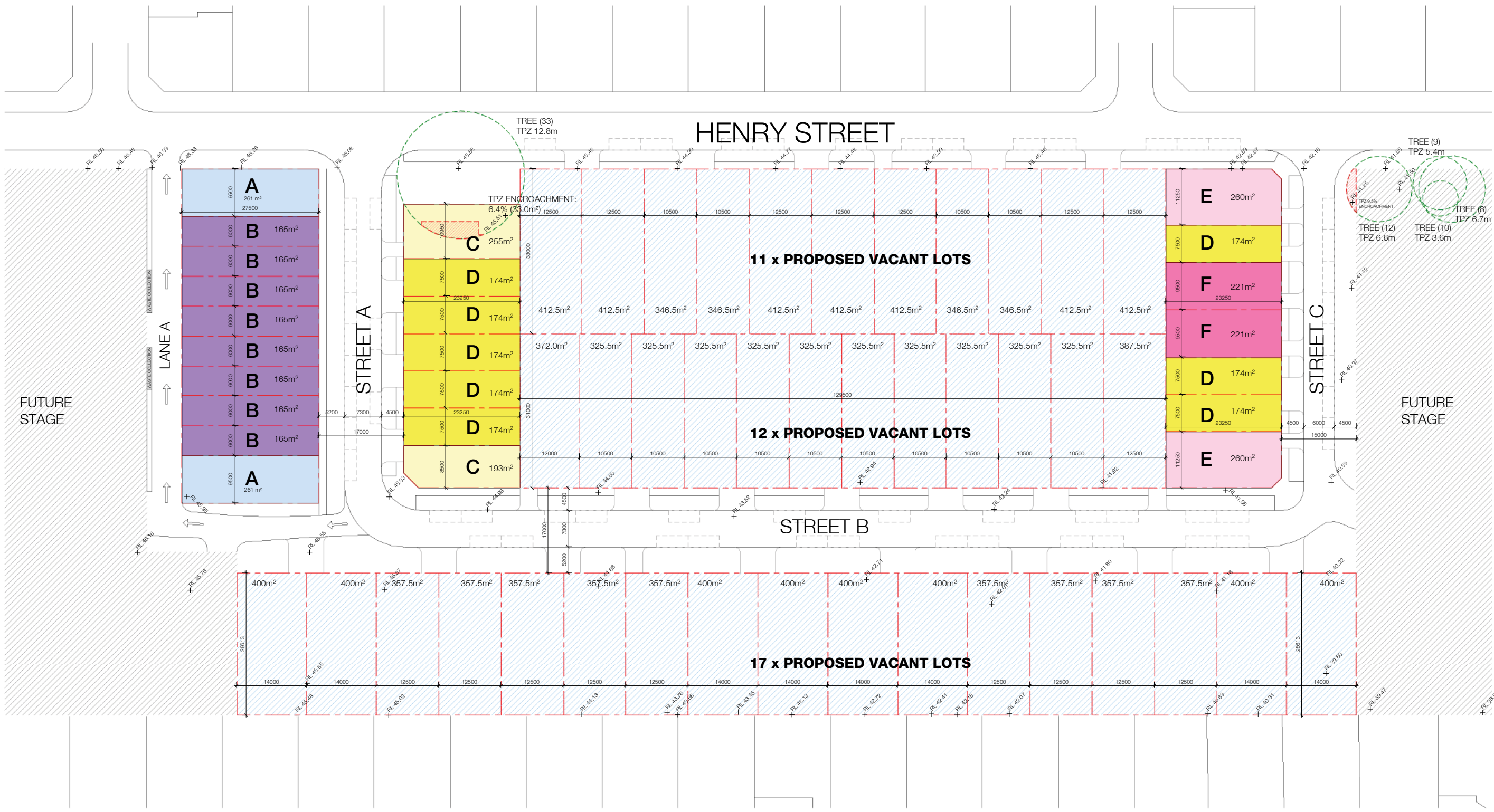
Legend - Masterplan

- 40 NO. INDICATIVE TOWNHOUSE FOOT PRINT
- EXISTING TREE TPZ
- TPZ ENCROACHMENT
- ON STREET PARKING
- NOT PART OF STAGE 1 APPLICATION
- FUTURE STAGE

Legend - Townhouse Types

- 2 NO. TYPE A - 2 STOREY (4 BEDS)
- 8 NO. TYPE B1 / B2 - 2 STOREY (3 BEDS)
- 2 NO. TYPE C - 2 STOREY (3 BEDS + 2ND LIVING)
- 8 NO. TYPE D - 2 STOREY (3 BEDS + 2ND LIVING)
- 2 NO. TYPE E - 2 STOREY (4 BEDS + 2ND LIVING)
- 2 NO. TYPE F - 2 STOREY (4 BEDS + 2ND LIVING)

24 TOTAL



Legend - Masterplan

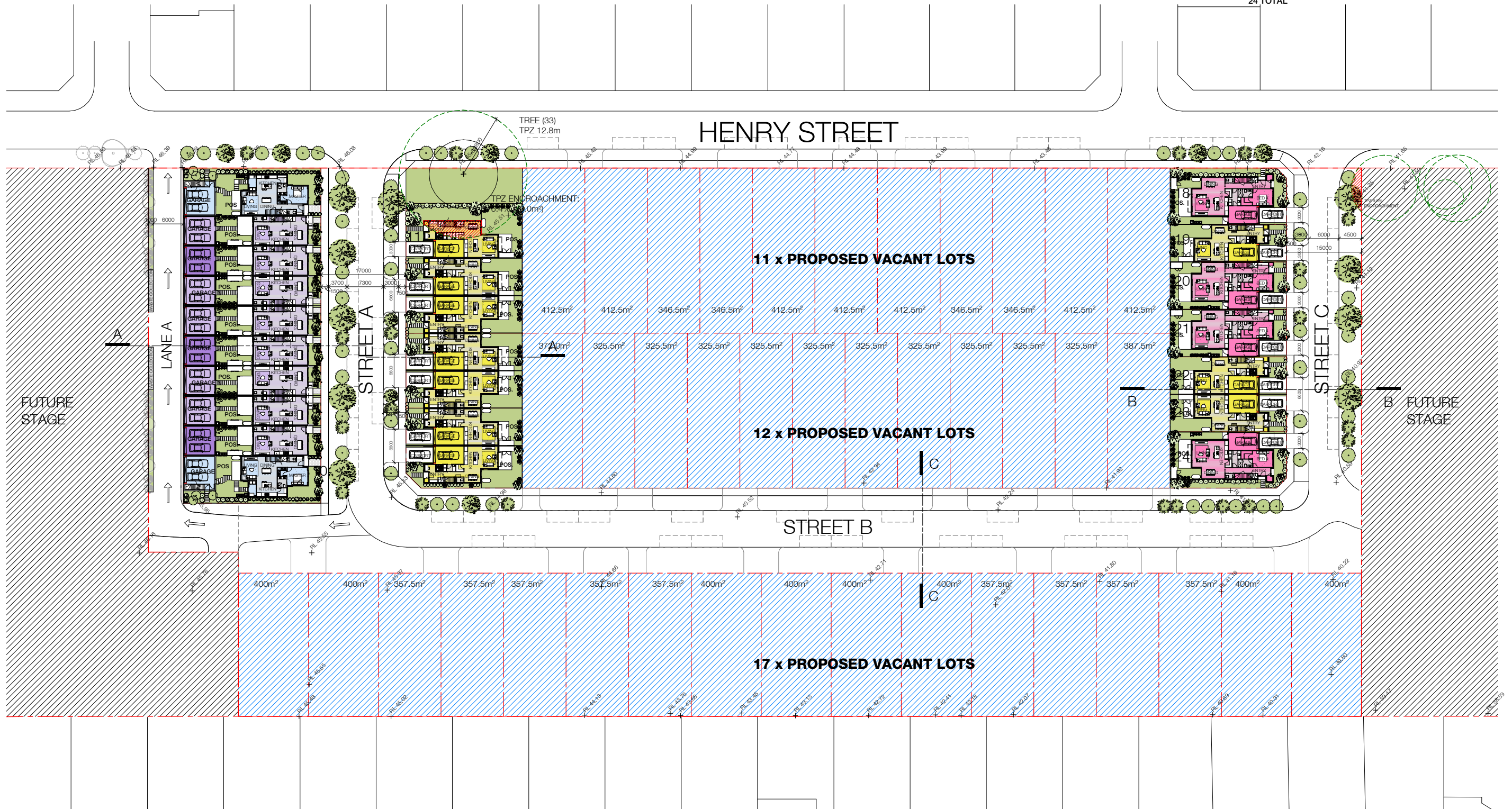
- 40 NO. INDICATIVE TOWNHOUSE FOOT PRINT
- EXISTING TREE TPZ
- TPZ ENCROACHMENT
- ON STREET PARKING
- NOT PART OF STAGE 1 APPLICATION
- FUTURE STAGE

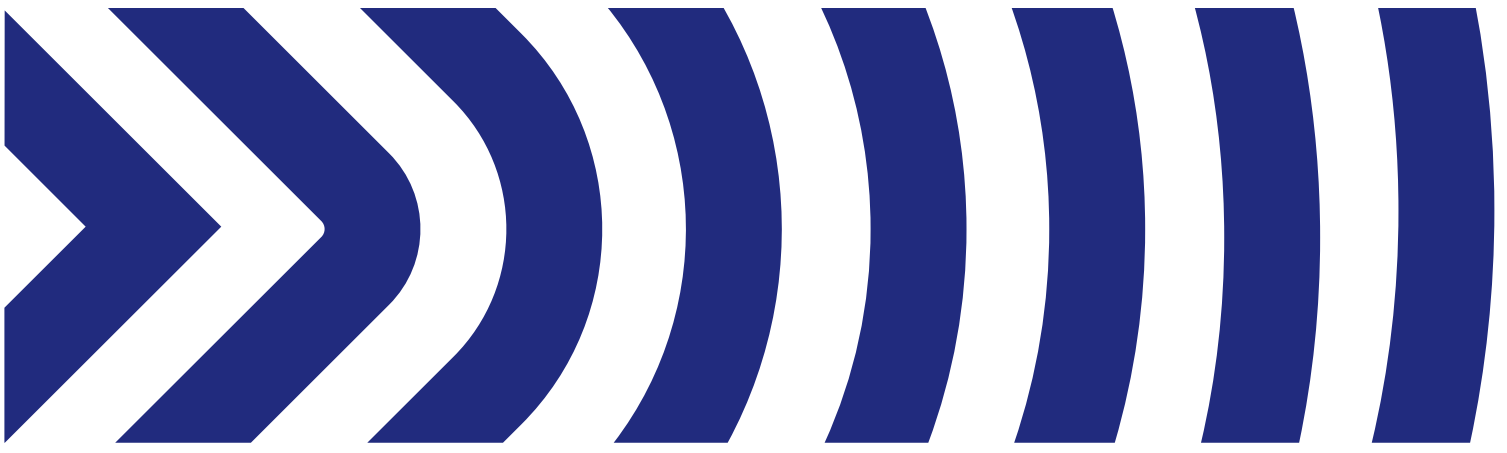
Legend - Townhouse Types

- 2 NO. TYPE A - 2 STOREY (4 BEDS)
- 8 NO. TYPE B1 / B2 - 2 STOREY (3 BEDS)
- 2 NO. TYPE C - 2 STOREY (3 BEDS + 2ND LIVING)
- 8 NO. TYPE D - 2 STOREY (3 BEDS + 2ND LIVING)
- 2 NO. TYPE E - 2 STOREY (4 BEDS + 2ND LIVING)
- 2 NO. TYPE F - 2 STOREY (4 BEDS + 2ND LIVING)

24 TOTAL

NOTE:
ALL LANDSCAPING SHOWN HERE IS
INDICATIVE ONLY.
REFER TO LANDSCAPE ARCHITECT PLANS
FOR DETAILS.

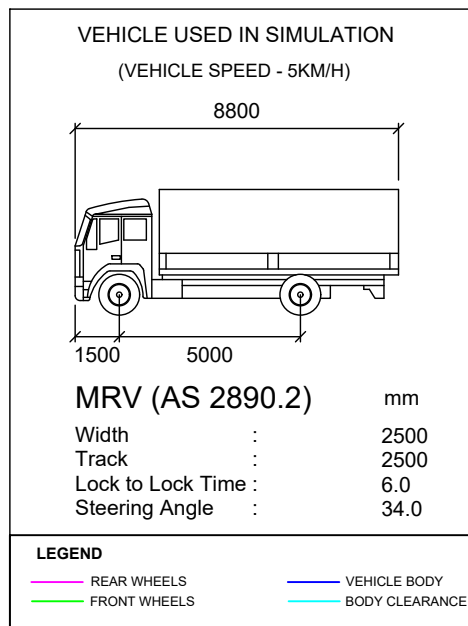
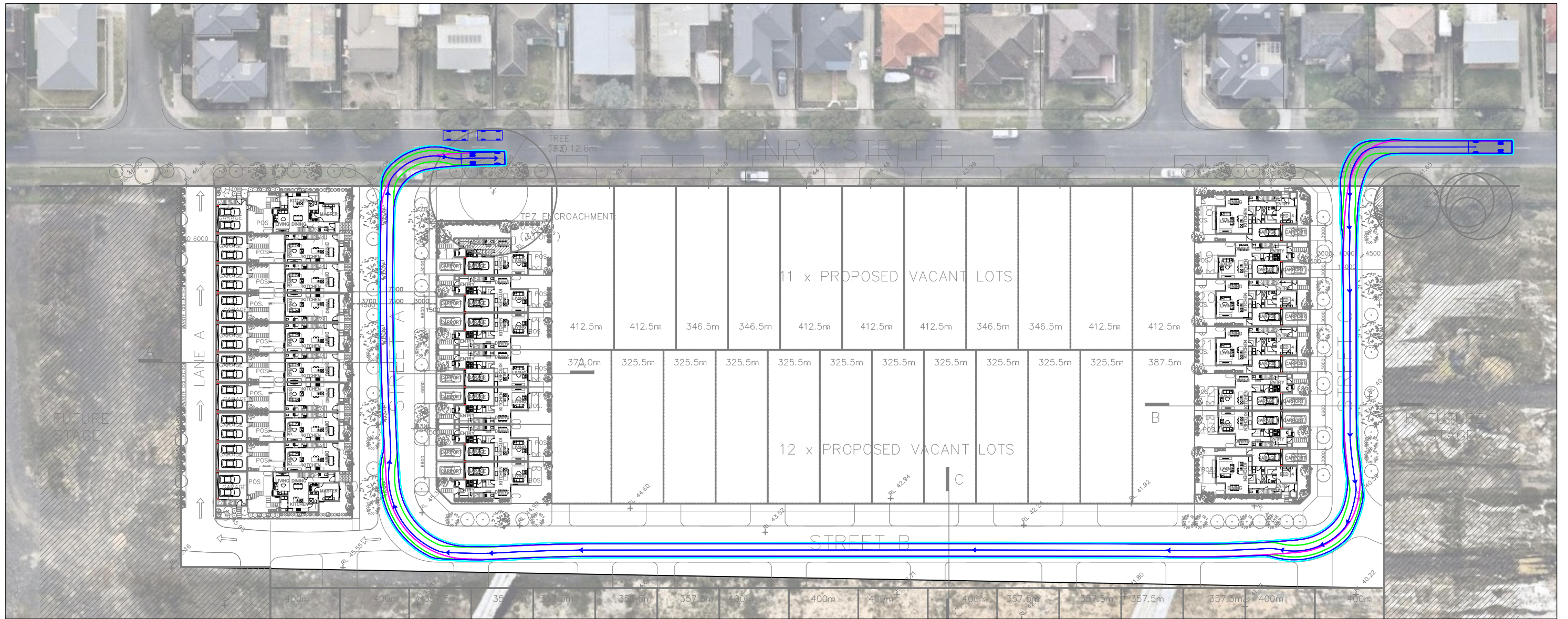




Appendix B

Swept Path Diagrams

8.8m MRV CIRCULATION



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	20/12/2022	TRAFFIC ENG	J. YOUNG	L. FURNESS

1 HENRY STREET, BELMONT
PROPOSED SUBDIVISION DEVELOPMENT

GENERAL NOTES:
BASE DRAWING: 190192_Belmont
Mixed-Use_Area Plan (SK_Schematic) - Ground
Floor.dwg
DRAWINGS BY: Clarke Hopkins (dated
12/12/2022)

FILE NAME: G28813-01
SHEET NO.: 01

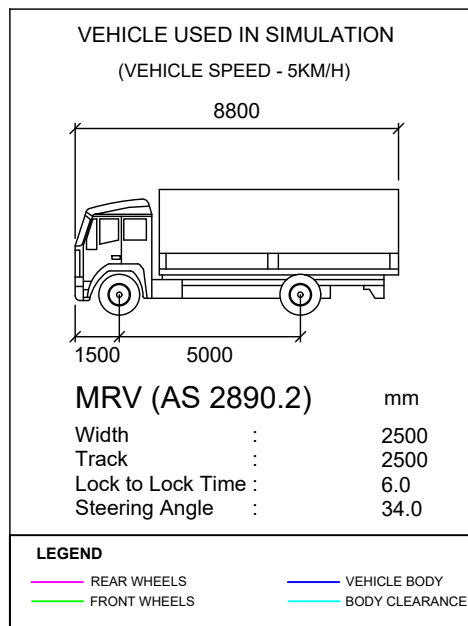


SCALE: 1:800 (A3) 0 8 16

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8.8m MRV CIRCULATION



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	20/12/2022	TRAFFIC ENG	J. YOUNG	L. FURNESS

1 HENRY STREET, BELMONT
PROPOSED SUBDIVISION DEVELOPMENT

GENERAL NOTES:
BASE DRAWING: 190192_Belmont
Mixed-Use_Area Plan (SK_Schematic) - Ground
Floor.dwg
DRAWINGS BY: Clarke Hopkins (dated
12/12/2022)

FILE NAME: G28813-01
SHEET NO.: 02

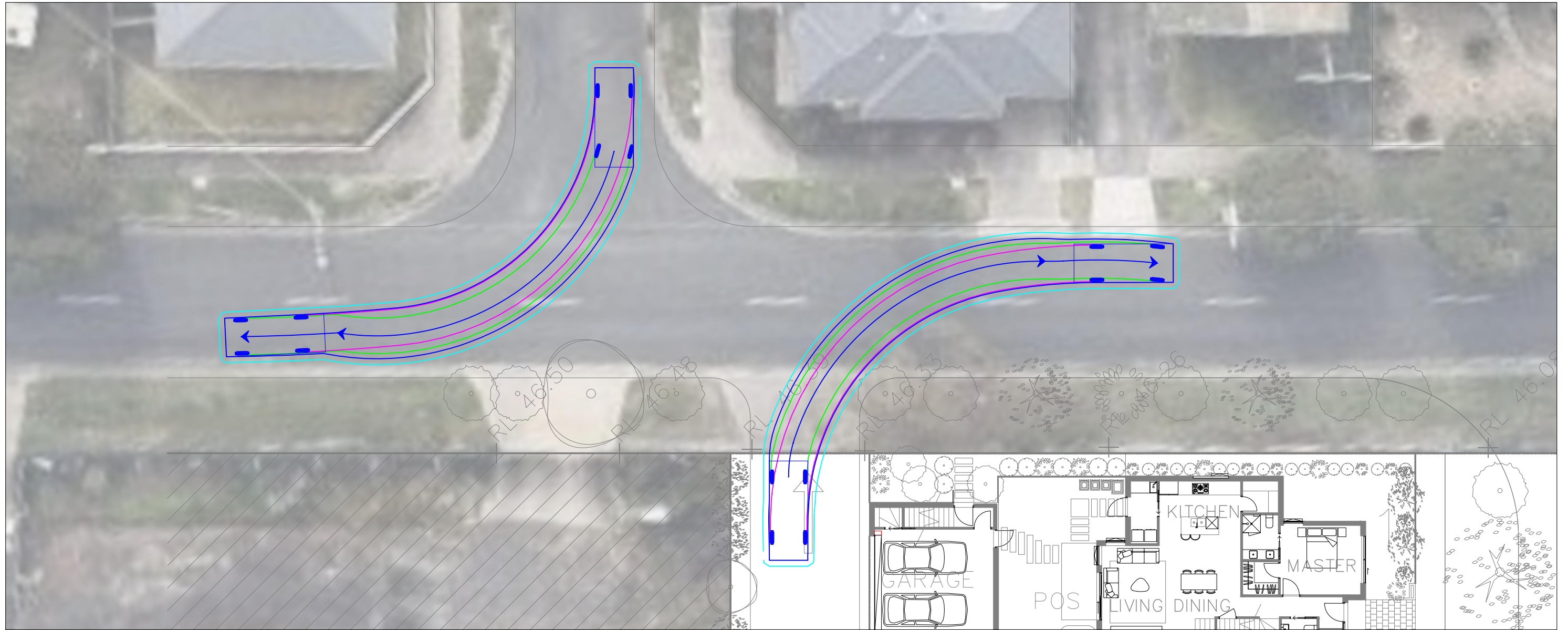


SCALE: 1:800 (A3)
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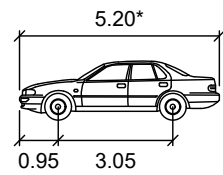
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B99 SIMULTANEOUS EXIT



VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



99th percentile
(AS/NZS 2890.1:2004)

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

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

LEGEND

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

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	20/12/2022	TRAFFIC ENG	J.YOUNG	L.FURNESS

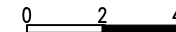
1 HENRY STREET, BELMONT
PROPOSED SUBDIVISION DEVELOPMENT

GENERAL NOTES:
BASE DRAWING: 190192_Belmont
Mixed-Use_Area Plan (SK_Schematic) - Ground
Floor.dwg
DRAWINGS BY: Clarke Hopkins (dated
12/12/2022)

FILE NAME: G28813-01
SHEET NO.: 03



SCALE: 1:200 (A3)



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