Traffix Group

Our Reference: G33629L-03B

3rd June 2026

Westley Pty Ltd
c/- Max May P/L Architects
210 Edwardes Street
RESERVOIR VIC 3073

Attention: Max May

Dear Max,

12 The Esplanade, Cowes – Proposed Mixed-Use Development
Response to Council RFI

We have been engaged to undertake a high-level traffic engineering assessment for the proposed mixed-use development at 12 The Esplanade, Cowes.

Background

An application for a mixed-use (hotel) development was submitted to Bass Coast Council in December 2025 (PDPLANPER-2025/001213).

It is understood that Council have provided a Request for Further Information (RFI) for the proposal dated 16th January 2026, including the following traffic engineering related items:

6) *The traffic impact assessment submitted with the application states that 40 car parking spaces are required to be provided for the proposal. The assessment refers to 12 off-site spaces acting as a form of 'credit' to the land. Please confirm that this application is made on the basis that a reduction of 40 spaces is proposed under Clause 52.06-5, or if a different reduction amount is sought (and if so, the basis for same).*

7) *The traffic assessment appears to have applied the car parking rates of Clause 52.06 post VC277, gazetted 18 December 2025. Please confirm that this application is intended to proceed on the basis of the current rates, and does not rely upon the transitional provisions for car parking calculation as in force immediately before VC277.*

8) *The traffic impact assessment report correctly identifies that the Thompson Avenue streetscape works will remove on-street car parking in the vicinity of the site. While this is used to support statements that there will be limited impact on car parking in the area as a result of the proposed reduction to 0, clarification is required as to why the applicant says that there will be sufficient car parking in the broader area to accommodate this expanded use, in circumstances where no on-site parking is proposed and there will be less public car parking available than what exists at present.*

9) *Reference is made in the application to the Thompson Avenue streetscape works, and Council's assurance that access will remain available for an 11.5 metre truck.*

   The traffic impact assessment report states that:

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"The existing crossover is currently used for servicing the hotel, including deliveries of bulk gas, kegged beer, packaged drinks, packaged supplies, large volume food stuff, palletised products, furniture and fit out and laundry service.

The crossover is also used for private waste collection including recycling using front lift skip bins.

Due to the remoteness of the site location, we are advised that these vehicles can be significant in size."

Please advise the largest vehicle that is proposed to access the site. If the largest vehicle exceeds 11.5 metres in length, provide details (such as swept turn paths) as to how such vehicles will be able to access the site safely and undertake loading/unloading/waste collection etc.

Our assessment and response to the above RFI items is included in the assessment.

Existing Conditions

The subject site is located on the south-east corner of the Thompson Avenue/The Esplanade intersection in Cowes, as shown in the aerial photograph below.

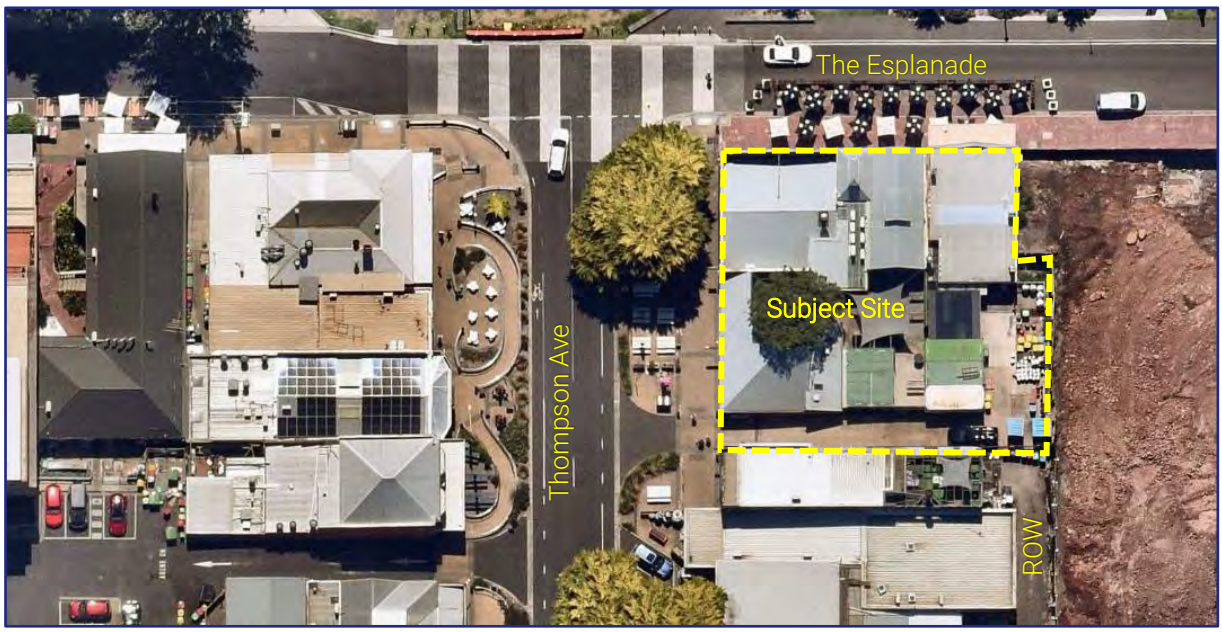


Figure 1: Subject Site Locality – Aerial View (February 2025)

The subject site has an area of approximately 1,000m^2 and is currently occupied by a hotel and associated uses. The site has frontages to Thompson Avenue and The Esplanade of approximately 30.5m and also has a frontage to the end of a right-of-way (ROW) of approximately 6.4m.

Thompson Avenue Streetscape Proposal

The section of Thompson Avenue between Chapel Street and The Esplanade is subject to Council's Streetscape Project which reduces the road carriageway to a single lane with traffic restricted to one-way only, northbound.

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These works have begun and recent aerial imagery shows that the Thompson Avenue carriageway has already been reduced to a 4m wide lane, as shown below.



Figure 2: Subject Site Locality – Aerial View (April 2026)

Council has provided assurances that there will no impediment to the site's existing loading and waste collection access as a result of the Thompson Avenue roadworks. Traffix Group have provided ongoing design advice on the matter, and swept path diagrams have been prepared based on the latest streetscape proposal (dated May 2026) utilising a 12.5m long HRV. A carriageway widening is provided opposite the site access to provide sufficient room for vehicles to enter and exit the site, consistent with the existing operations of the site.

A copy of the swept path diagrams is attached at Appendix B.

Existing Site Access

The site has a 4m wide accessway which extends along the south of the site. Historically, this accessway had a 4m wide crossover to Thompson Avenue. The latest road works (as shown in Figure 2) provide a 6.2m wide (approx.) crossover.

The crossover has a significant splay of approximately 5m, and the crossover is approximately 12m wide at the edge of the road carriageway.

The site access is used for servicing the hotel, including deliveries of bulk gas, kegged beer, packaged drinks, packaged supplies, large volume food stuff, palletised products, furniture and fit out and laundry service.

The crossover is also used for private waste collection including recycling using front lift skip bins. Access for up to an 11.5m waste collection vehicle is to be provided as part of the street works.

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There are no turn-around facilities on-site and accordingly trucks currently either reverse in or reverse out to Thompson Avenue, and accordingly the Thompson Avenue Streetscape Project has been designed to accommodate the existing operations of the site.

Proposed Hotel Redevelopment

The existing hotel premises is being redeveloped to provide upgraded modern facilities with better amenity for patrons.

A second floor is being added which will increase the overall floor area available for patrons (inclusive of external seating) from approximately 345m^2 to 966m^2. Plans of the proposed redevelopment are attached at Appendix A.

As a result of the increased floor area, it is anticipated that up to 720 patrons might be able to be accommodated. The existing premises are licenced to accommodate 350 patrons (refer to a copy of the liquor licence at Appendix C).

Car Parking Considerations

Car Parking Requirement Map

The car parking rates were updated on 18th December 2025 via Planning Scheme Amendment VC277.

The Department of Transport and Planning (DTP) has identified four different land categories for all locations across Victoria based on the level of accessibility and policy for the area regarding car parking provisions.

The subject site is located within a Category 1 area as shown at Figure 3 below.

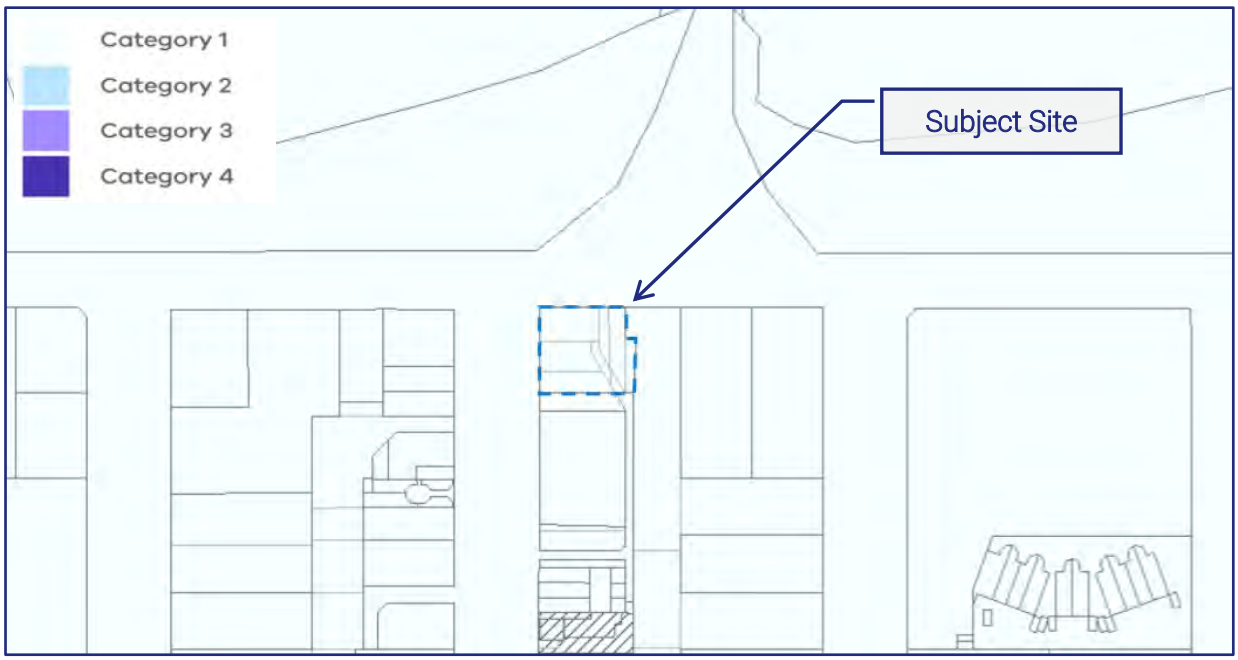


Figure 3: Car Parking Requirement Map (Source: VicPlan)

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Statutory Requirements – Clause 52.06

The car parking requirements for the subject site are outlined under Clause 52.06 of the Bass Coast Planning Scheme. 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.*

It is stated that Clause 52.06 applies to:

- *a new use; or*
- *an increase in the floor area or site area of an existing use*

Where an existing use is increased by the measure specified in Clause 52.06 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

The leasable floor area (inclusive of back of house and amenities) is increasing in size by approximately 800m^2.

Within the Planning Scheme, 'Hotel' use is nested under the land use term *Food and Drink Premises*. Accordingly, the rate for Food and Drink Premises is the appropriate statutory rate for the redevelopment of the site.

A summary of the statutory car parking requirement is set out at Table 1.

Table 1: Statutory Car Parking Requirement

Use	Size/No.	Rate – Category 1	Requirement
Hotel Food & Drink Premises	800m^2	4 spaces to each 100m^2 of leasable floor area	32 spaces

Accordingly, as the hotel is increasing in floor area, a permit is required to reduce the parking requirement associated with the increase only.

An assessment of the appropriateness of reducing the car parking requirement is provided in the following sections.

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Reducing the Car Parking Requirement

Practice Note 22 specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking may be reduced on the basis of a two-step process, which has regard to:

- The car parking demand likely to be generated by the use.
- Whether it is appropriate to allow fewer spaces to be provided.

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

Car Parking Demand Assessment

The Scheme requires the assessment of car parking demand likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use*
- *The variation of car parking demand likely to be generated by the proposed use over time*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

An assessment of the projected car parking demand for the proposed development, accounting for these factors follows.

Likelihood of Multi-purpose Trips

The hotel is located within an established entertainment precinct, and some patrons are likely to frequent more than one of the various premises nearby.

Variation of Parking Demand

The hotel can be expected to have most patrons at lunchtimes and evenings and accordingly, any off-site parking demands will be at those times.

Availability of Public Transport

The site has limited access to public transport.

Convenience of Pedestrian and Cyclist Access

The site is well accessible for pedestrians, particularly with the upgrades to Thompson Avenue enhancing pedestrian facilities.

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There is no bicycle parking provided on-site; however, Council's Streetscape upgrade will provide on-street bicycle parking in the vicinity of the site.

Anticipated Parking Demand

The existing hotel operates without any on-site parking and while the maximum number of patrons able to be accommodated at busy times will increase, it is not expected that there will be a significant increase in parking demand.

The availability of parking is constrained, especially at peak holiday times and the hotel will be generally patronized by people travelling other than by car.

Suitability of Parking Provision

When considering whether it is appropriate to provide fewer car parking spaces on-site, the responsible authority must consider the decision guidelines. The following are the relevant decision guidelines that are applicable to this site:

- *The Car Parking Demand Assessment.*
- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land, including:*
  - *Efficiencies gained from the consolidation of shared car parking spaces.*
  - *Public car parks intended to serve the land.*
  - *On street parking in non-residential zones.*
  - *Streets in residential zones specifically managed for non-residential parking.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Access to or provision of alternative transport modes to and from the land.*

Car Parking Demand

The above assessment suggests that the increase in floor area will have a low parking demand as a result of the site being within the existing entertainment precinct and the reduced parking provided on-street in the area as a result of the Thompson Avenue Streetscape Project.

Relevant Policy

Thompson Avenue Streetscape Project

The Thompson Avenue Streetscape Project looks to reduce the amount of traffic in the vicinity of the subject site and reduce the dependence on vehicular travel.

This is partly achieved through reduction of on-street parking, but more so the project enhances pedestrian and bicycle facilities to encourage alternative transportation modes.

Clause 52.06 Practice Note 22 (Using the Car Parking Provisions)

Practice Note 22 identifies that it is appropriate for developments within Activity Centres to rely on a centre-based approach to parking. That is, individual sites do not provide car parking on their land but rather rely on a pool of car parking throughout the activity centre.

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More specifically, it states:

> *An adverse economic impact that a shortfall of car parking may have on an activity centre*
>
> *Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development.*
>
> *Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.*
>
> *The future growth and development of an activity centre*
>
> *Car parking should be considered on a centre-wide basis rather than on a site-by-site basis, to support a centre's long-term viability.*

Existing Public Parking

Parking in the vicinity of the site is currently shared between the activity centre uses. This arrangement will continue to serve the commercial premises in the area, both with and without on-site parking. On-street parking is provided a short-walk from the site along The Esplanade.

There are also numerous off-street public car parks within a short walking distance of the site which serve the commercial precinct. Carparking is provided to the southeast and southwest of the site, behind commercial properties.

As previously mentioned, the site will involve multipurpose trips as the site is located in an activity centre and parking being shared between multiple uses is common practice in such an environment.

Practicality of Providing Parking

The site has no realistic capacity to provide on-site parking, and the existing hotel does not include any on-site parking.

Existing Car Parking Deficiency

Under the terms of the existing approvals for the site, there is an existing car parking deficiency of 128 car spaces.

This deficiency arises from 350 patrons at a car parking requirement of 0.4 spaces per patron (as required under the former Clause 52.06 when the existing use was approved), less an allowance of 12 spaces. It is understood that the existing hotel has an off-site parking credit of 12 spaces as a result of a contribution made to Council in 1986 following the resolution of a building permit matter before the Town and Country Planning Appeals Board (Appeal No. P84/912).

Access to Alternative Transport Modes

The site is well located for pedestrian, bicycle and shared travel modes which will be further improved through the Streetscape Project.

Travel by modes other than private car is already a characteristic of the existing hotel operation and can be expected to continue.

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Appropriateness of Sought Reduction

The amendment to Clause 52.06 reduced the parking requirements for many uses, including in this case for a hotel.

After development, the hotel will have a total leasable floor area[1] of 1,558m^2 which would generate a car parking requirement for 62 spaces, or 50 spaces allowing for the 12 spaces provided as part of the historic Council scheme.

The existing use of the land has an approved deficiency of 128 car parking spaces. On this basis, notwithstanding the increase in floor area, the parking requirement is effectively satisfied.

In addition, and having regard to the other matters addressed above, we believe that there is sufficient justification to warrant the reduction of the parking requirement for the redevelopment of the hotel.

Traffic Engineering Impacts

Traffic generation

The hotel redevelopment does not provide any on-site parking and accordingly, there will not be any traffic generation at the site.

The Thompson Avenue Streetscape Project results in Thompson Avenue being converted to a one-way carriageway northbound and involves the removal of on-street car parking. As a consequence, there will be significantly less traffic in the vicinity of the hotel and there is not expected to be any adverse traffic implications as a result of the hotel redevelopment.

Loading/unloading and Waste Collection

The hotel currently uses existing Thompson Avenue crossover on the site's southern boundary for access for a range of vehicle sizes up to large rigid trucks (11.5m) delivering bulk gas, kegged beer, packaged drinks, packaged supplies, large volume food stuff and palletised products, as well as truck movements associated with furniture and fit-out, waste collection and laundry service.

This arrangement is proposed to continue in exactly the same manner following the redevelopment and is provided for as part of the streetscape upgrades of Thompson Avenue.

The swept paths prepared by Traffix Group demonstrate that the site can be accessed by a 12.5m HRV.

Response to Council's RFI

The points raised in Council's RFI are addressed below.

6. This traffic assessment is based on the increase in floor area proposed which has a statutory requirement for 32 spaces. Accordingly, a reduction of the parking requirement of 32 spaces is being sought. The previous carparking credit of 12 spaces forms part of the existing parking provision.

7. The traffic assessment is based on Clause 52.06 as revised by amendment VC277.

[1] Leasable floor area excludes the external open air seating.

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8. The applicant shares Council's view that the centre can continue to operate effectively following the loss of parking resulting from the Thompson Avenue Streetscape Project. The total attendance to the precinct will be constrained by the availability of parking in the broader area. Accordingly, if the centre were to be well attended, the premises would be competing for customers rather than generating new attendees.

9. As set out above, the Thompson Avenue Streetscape Project has been designed to accommodate suitable access to the site's loading and waste collection area.

Conclusions

Following our traffic engineering review of the proposed hotel redevelopment, we are of the opinion that:

(a) the existing hotel has no on-site parking and a reduction in the parking requirement is justified for the redeveloped hotel proposal as:

- the hotel is a part of the overall larger entertainment precinct,
- there is an existing car parking deficiency associated with the land which exceeds the current parking requirement,
- an existing contribution for 12 spaces off-site exists, and
- the Cowes Streetscape Project will reduce car usage while at the same time enhancing pedestrian and bicycle accessibility,

(b) there is not expected to be any significant traffic generation resulting from the redevelopment,

(c) vehicles loading and unloading will continue to access the site from Thompson Avenue via the existing driveway on the southern boundary of the site,

(d) waste collection will continue to occur on-site with waste collection vehicles accessing the site from Thompson Avenue via the existing driveway on the southern boundary of the site, and

(e) there are no traffic engineering reasons why a permit for the proposed hotel redevelopment should not be granted.

Should you require any further advice in this matter, please do not hesitate to contact Henry Turnbull at our Melbourne CBD office.

Yours faithfully,

TRAFFIX GROUP PTY LTD



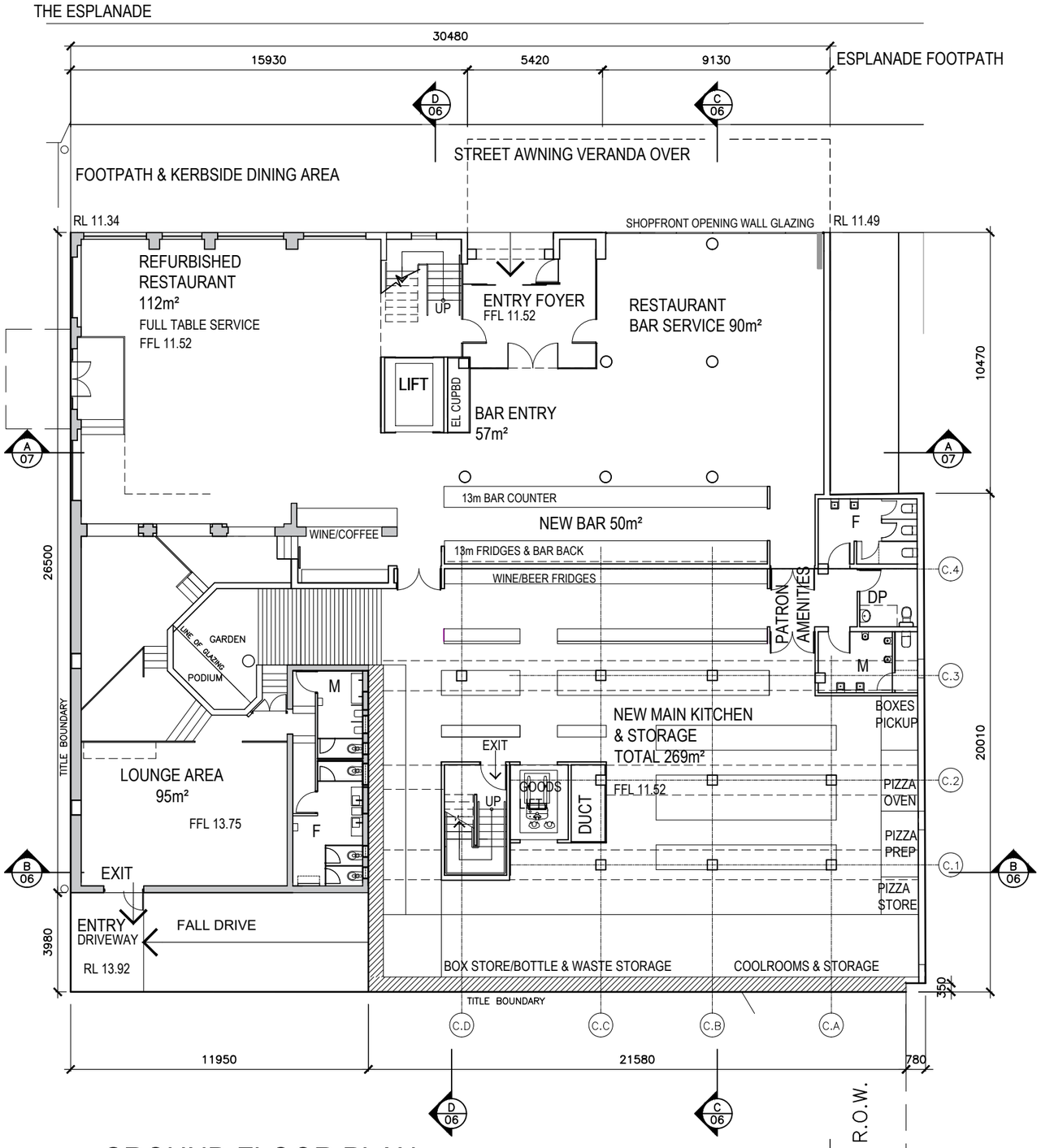
HENRY TURNBULL
PRINCIPAL CONSULTANT
Registered Professional Engineer No. 6312 (Vic)
Registered Professional Engineer No. 28693 (Qld)
Registered Professional Engineer No. 300005413 (ACT)

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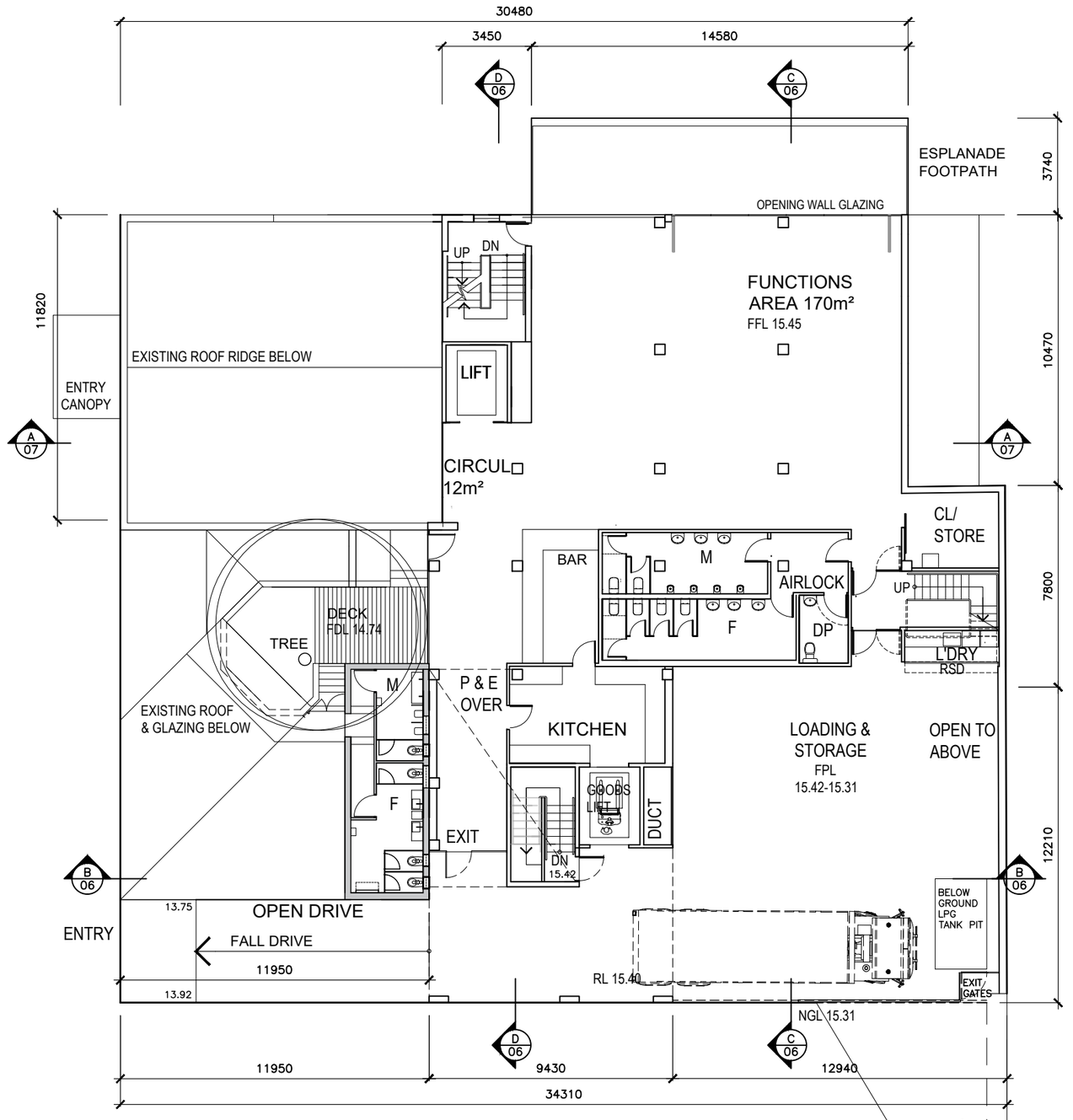
Appendix A

Development Plans

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GROUND FLOOR PLAN



FIRST FLOOR PLAN

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1:200 @ A3

ISSUES+REVISIONS

5.12.25 REDUCED SCHEME REV D

FRONT STAIR WIDTH & GROUND FLOOR FOYER AREA REVISED

MAX ▢ MAY
ARCHITECTS

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Project
PROPOSED ALTERATIONS & ADDITIONS TO
Hotel Phillip Island
12 THE ESPLANADE
COWES VIC 3922

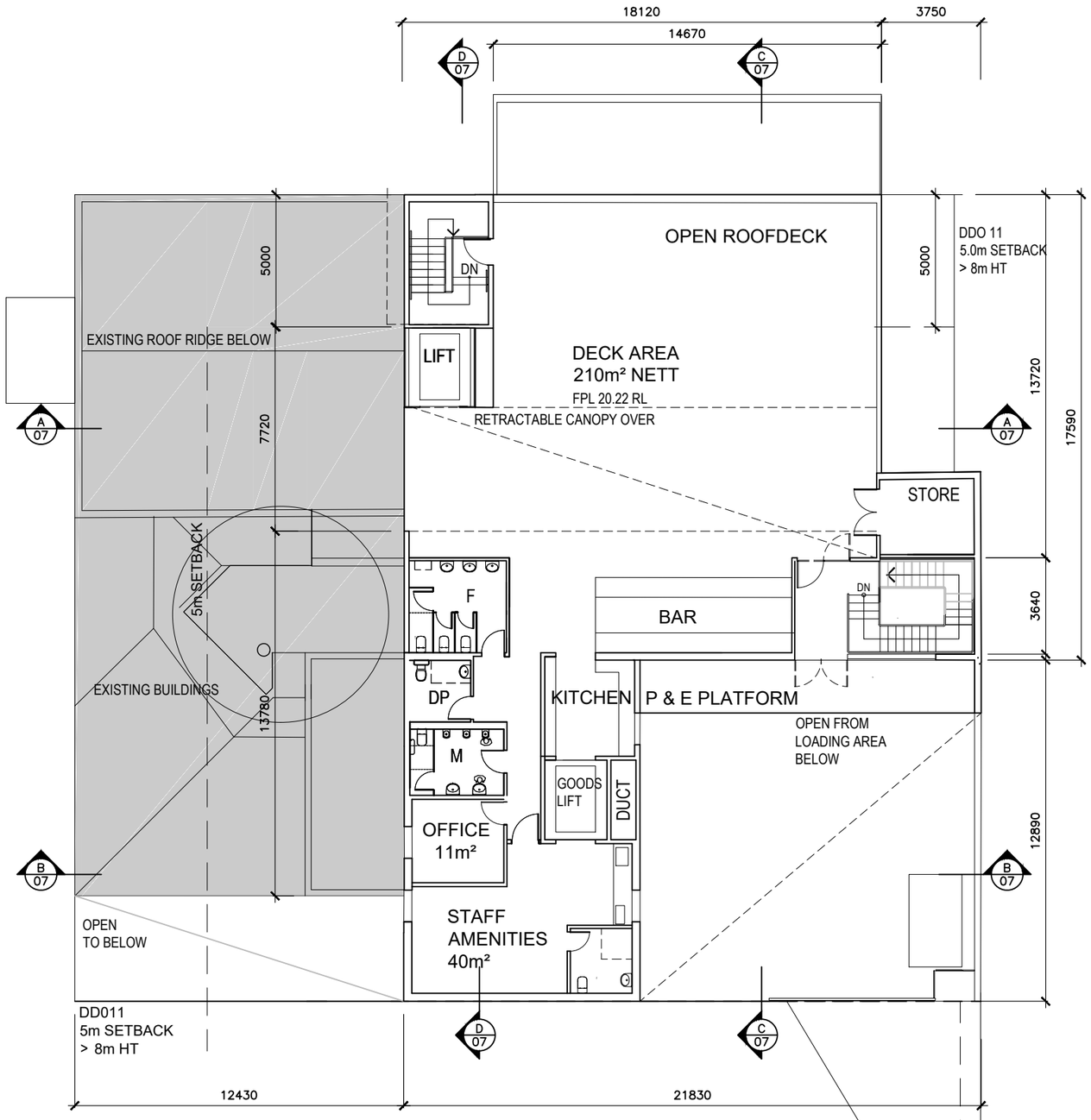
Title
PROPOSED GROUND FLOOR & 1st FLOOR PLANS

Job No. WPL03
Dwg No. PA03RevD
Revision

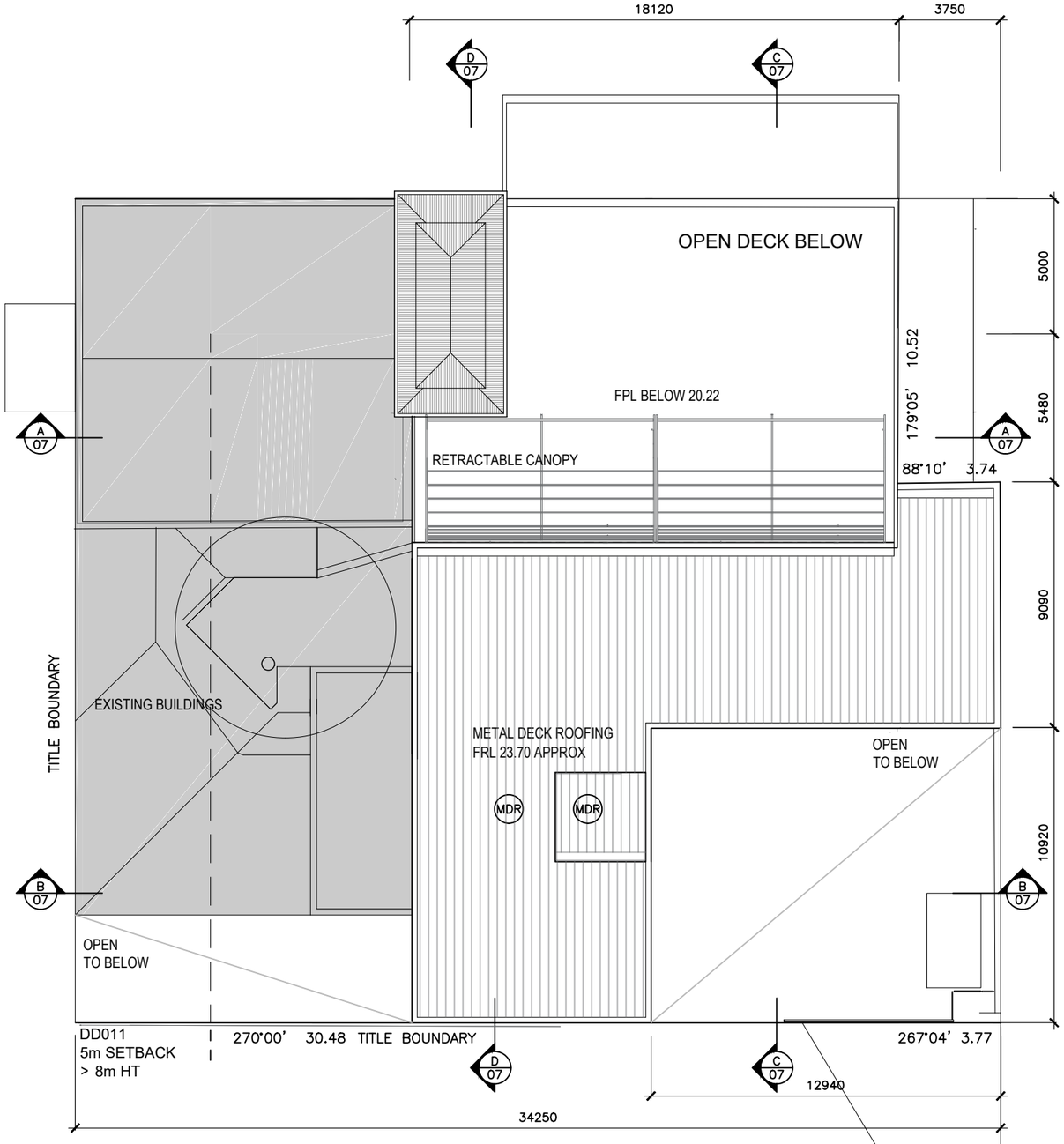
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Version: 1, Version Date: 21/07/2026



SECOND FLOOR PLAN



ROOF PLAN

0 1 2 3 4 5 10 METRES

1:200 @ A3

ISSUES + REVISIONS

5.12.25 REDUCED SCHEME REV D

FRONT STAIR WIDTH REVISED

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ARCHITECTS

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Project
PROPOSED ALTERATIONS
& ADDITIONS TO
Hotel Phillip Island
12 THE ESPLANADE
COWES VIC 3922

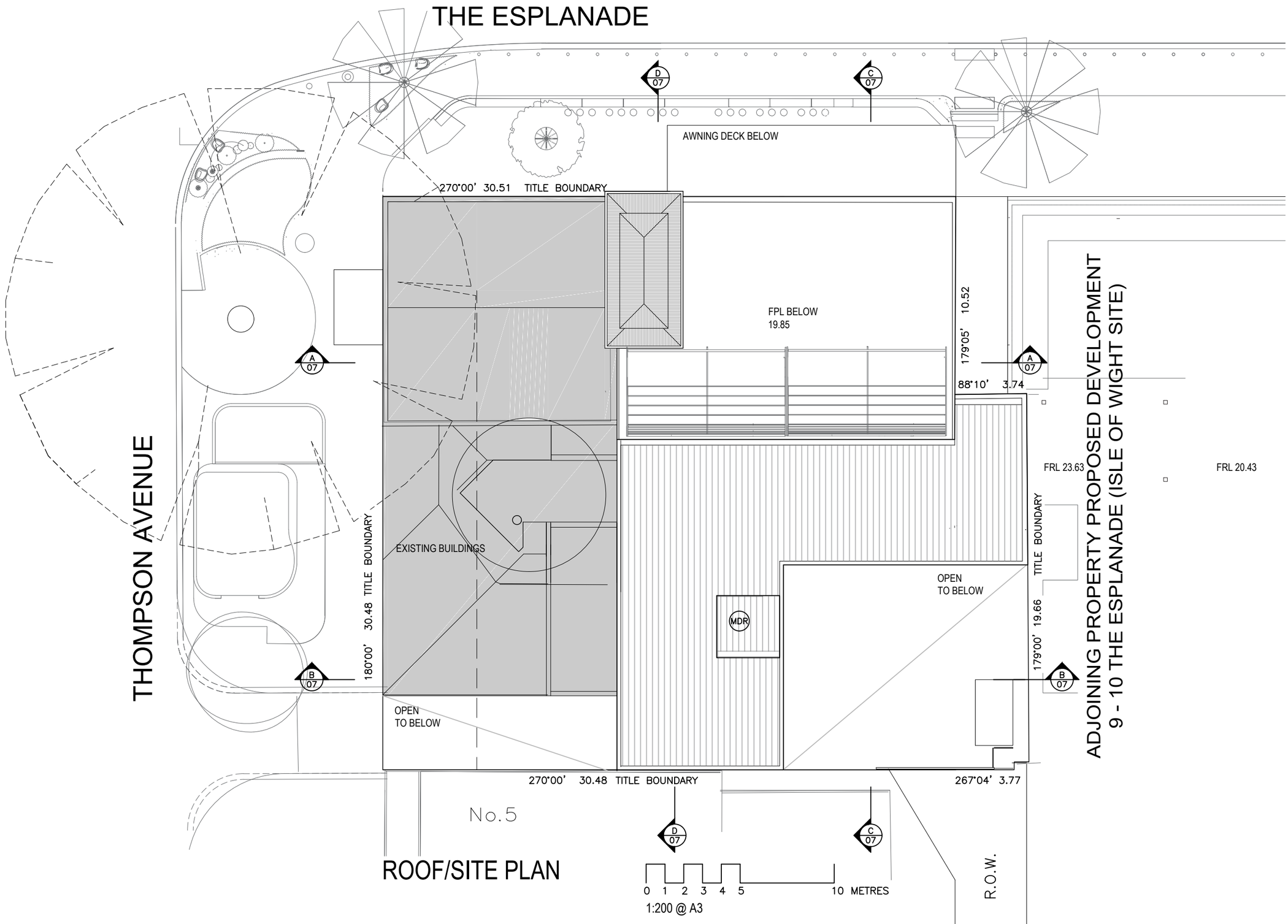
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2nd FLOOR &
ROOF PLANS

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Dwg No. PA04RevD
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Revision

NORTH

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Version: 1, Version Date: 21/07/2026



ROOF/SITE PLAN

ISSUES + REVISIONS

5.12.25 REDUCED SCHEME REV D
FRONT STAIR WIDTH REVISED

MATERIALS & FINISHES LEGEND

- (SPP) STONE PANEL PAVING
- (CPP) CONCRETE PANEL PAVING
- (MDR) METAL DECK ROOFING

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Project
PROPOSED ALTERATIONS & ADDITIONS TO
Hotel Phillip Island
12 THE ESPLANADE
COWES VIC 3922

Title
ROOF/SITE PLAN

Job No. WPL03
Dwg No. PA05RevD
Revision

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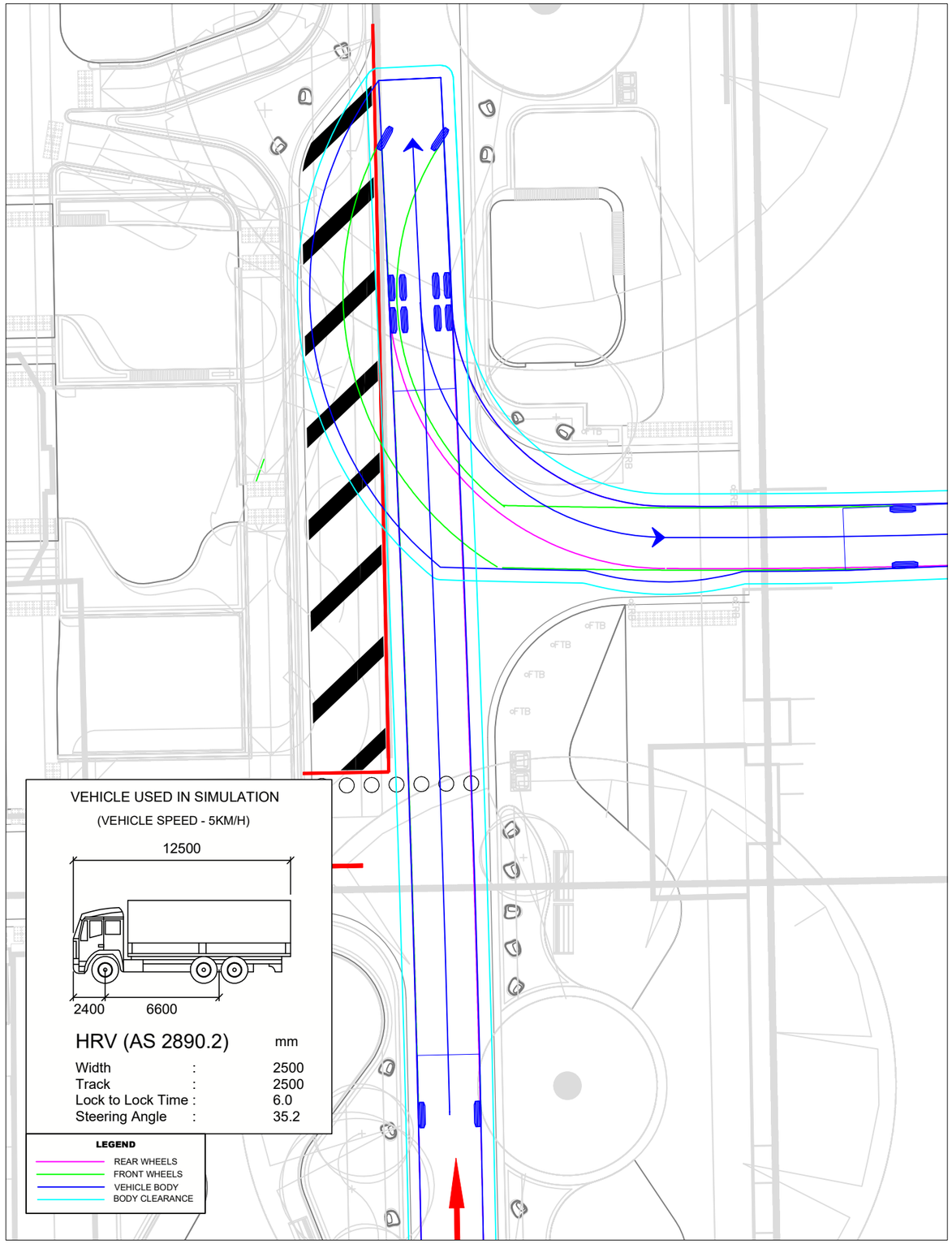
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Appendix B

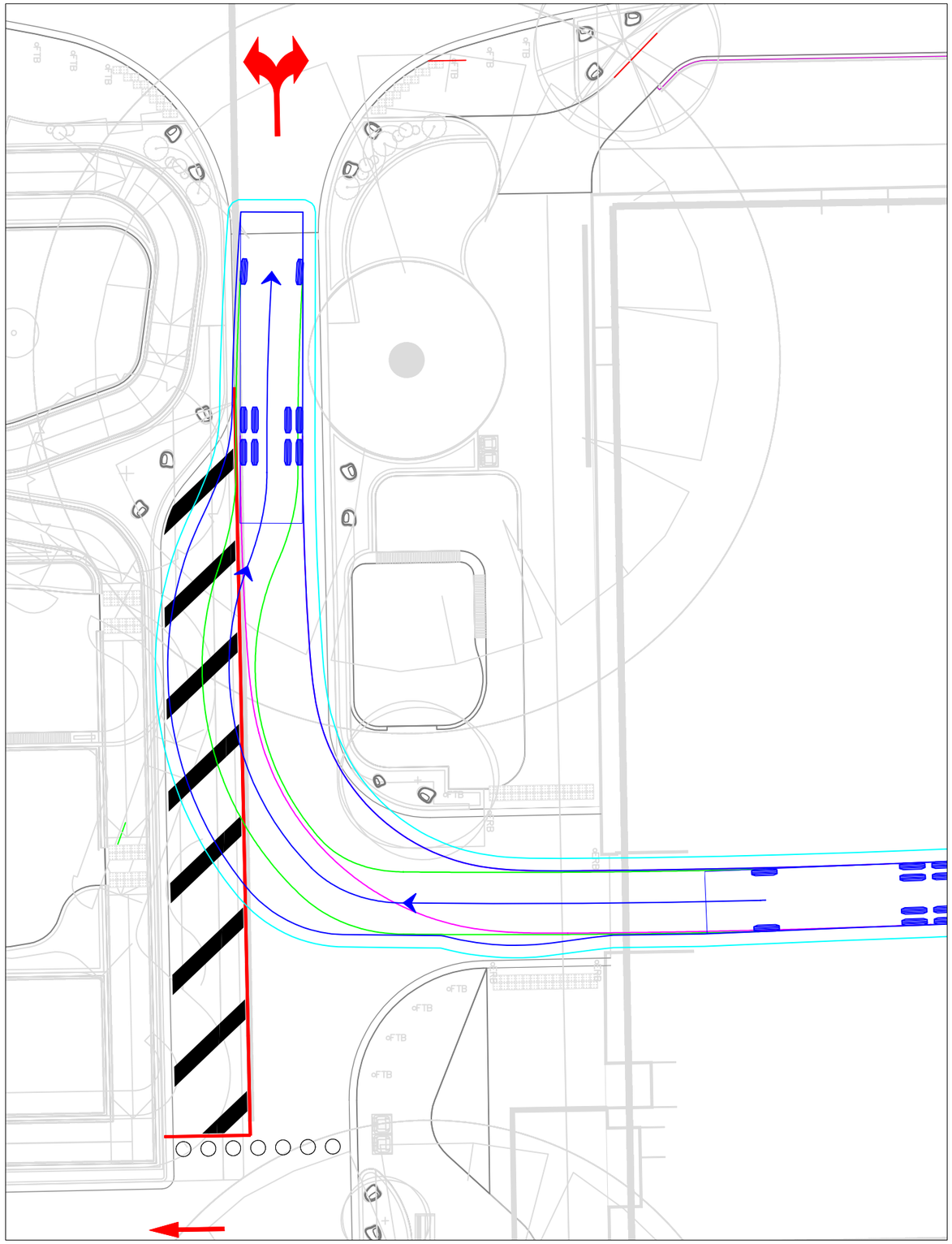
Swept Path Diagrams – Thompson Avenue Streetscape

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12.5m HRV SWEPT PATH - ENTRY



12.5m HRV SWEPT PATH - EXIT



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	27/03/2026		D. MILDER	H. TURNBULL
A	14/05/2026		E. O'FARRELL	H. TURNBULL

12 THE ESPLANADE, COWES
PROPOSED STREETSCAPE WORKS

GENERAL NOTES:

FILE NAME: G33629-01A
SHEET NO.: 01

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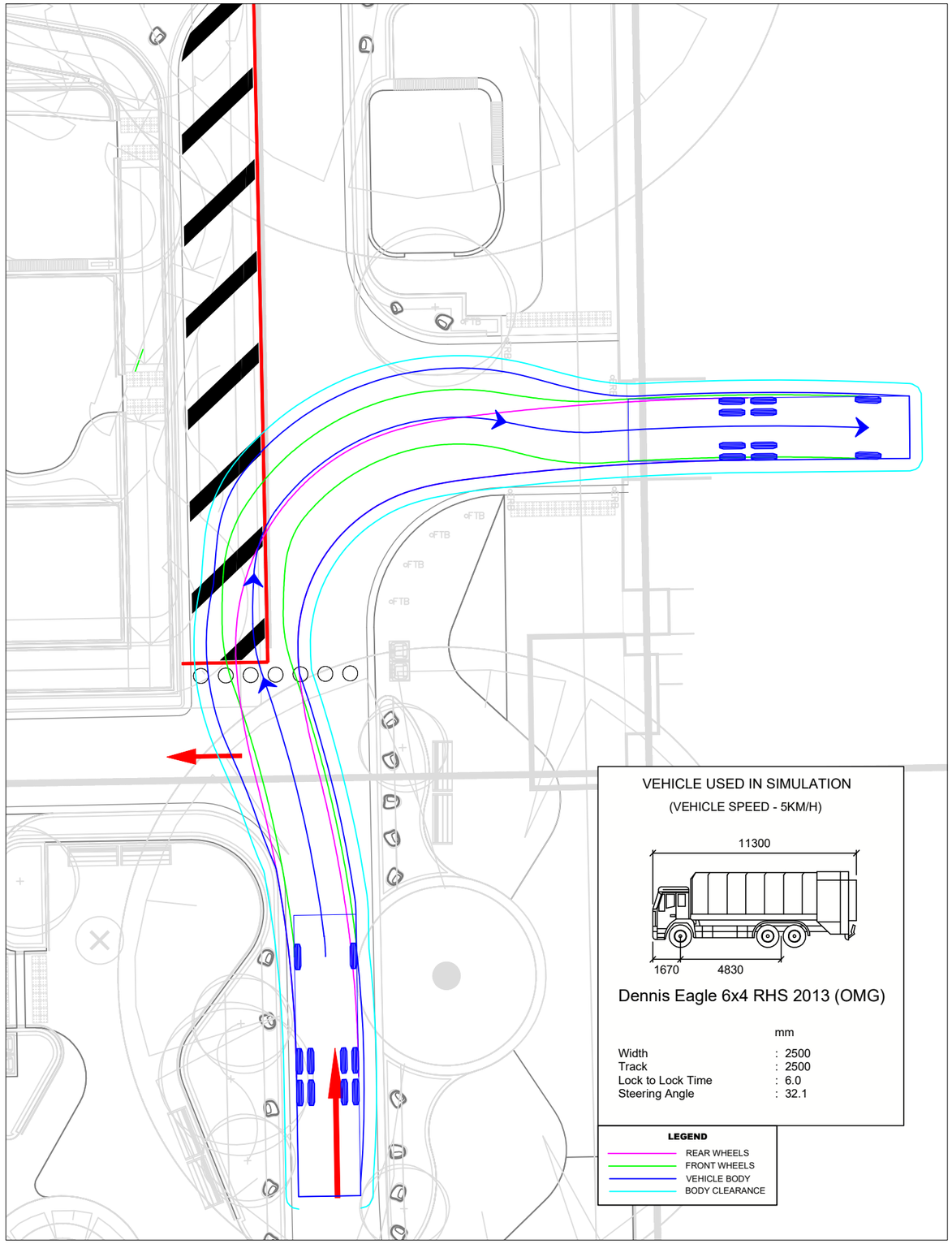
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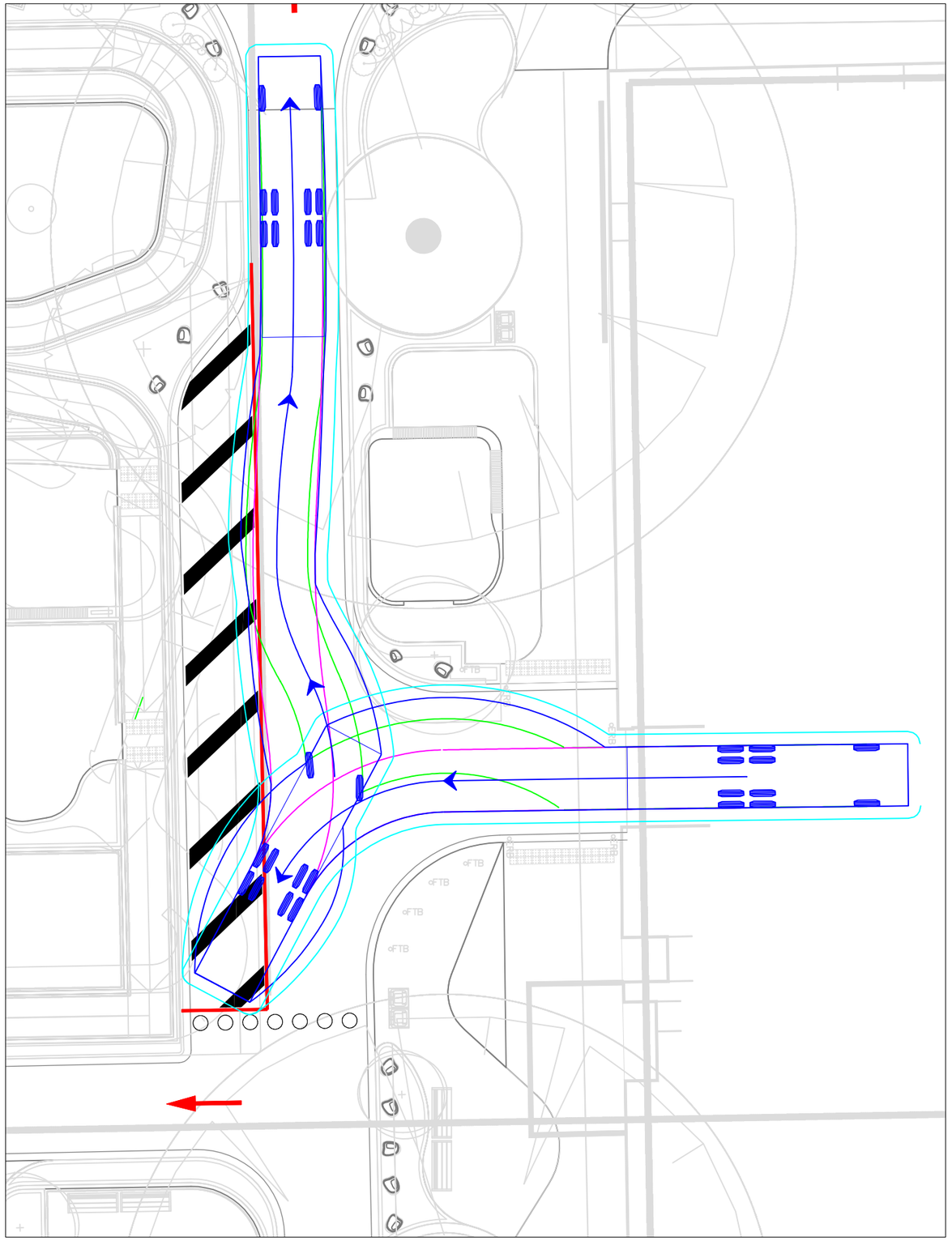
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www.traffixgroup.com.au

Document Set ID: 14340495
Version: 1, Version Date: 21/07/2026

11.3m WASTE COLLECTION VEHICLE SWEPT PATH - ENTRY



11.3m WASTE COLLECTION VEHICLE SWEPT PATH - EXIT



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	27/03/2026		D. MILDER	H. TURNBULL
B	14/05/2026		E. O'FARRELL	H. TURNBULL

12 THE ESPLANADE, COWES
PROPOSED STREETSCAPE WORKS

GENERAL NOTES:

FILE NAME: G33629-01A
SHEET NO.: 02

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Appendix C

Liquor Licence

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LATE NIGHT (GENERAL) LICENCE

Licence No. 31954171

Subject to the provisions of the Liquor Control Reform Act 1998 and any conditions specified in the licence, the licensee is authorised to supply liquor up to and including 31 December 2025

Licensee	KJRM GROUP PTY LTD (ACN:674845544)		
Address for service of notices	11-13 THE ESPLANADE cowes 3922	Licensed premises address	11-13 THE ESPLANADE COWES 3922
Trading as	HOTEL PHILLIP ISLAND		

Additional person(s) endorsed on licence

DALE LARKIN - approved as nominee, and is liable as if the licensee, until ceasing to manage and control the licensed premises.

GENERAL INFORMATION

Holding a liquor licence doesn't override local laws or planning rules. Licensees must follow all planning permit conditions, even if they are more restrictive than the conditions set out on your liquor licence.

Any reference to the Liquor Regulator below is a reference to the Victorian Liquor Commission, or any successor statutory office, body or officer however named, under the Liquor Control Reform Act 1998 or successor legislation, that has powers and carries out regulatory functions equivalent to the Victorian Liquor Commission.

TYPE OF LICENCE

This licence is a late night (general) licence and authorises the licensee to supply liquor on the licensed premises for consumption on or off the licensed premises during the trading hours specified below. This licence does not authorise the licensee to only supply liquor for consumption off the licensed premises.

AMENITY

The licensee shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which the licence relates during or immediately after the trading hours authorised under this licence.

When live or recorded amplified music other than background music is provided:

- The licensee shall install and maintain a surveillance recording system able to clearly identify individuals, which shows time and date and provides continuous images of all entrances and exits, bars and entertainment/dance floor areas. The surveillance recording system must operate from 30 minutes before the start of the entertainment being provided, until 30 minutes after closure. A copy of the recorded images must be available upon request for immediate viewing or removal by the Victoria Police, or a person authorised in writing by the Liquor Regulator, or otherwise retained for at least one month. The position of the cameras will be to the satisfaction of the Licensing Inspector.
- Signs, as described below, are to be displayed in all areas subject to camera surveillance. Such signs shall read: "For the safety and security of patrons and staff this area is under electronic surveillance".
- Crowd controllers, licensed under the Private Security Act 2004, are to be employed at a ratio of 2 crowd controllers for the first 100 patrons and 1 crowd controller for each additional 100 patrons or part thereof. One crowd controller is to be present outside the premises to monitor patrons arriving at and departing from the premises. Crowd controllers are to be present from 30 minutes before the start of the entertainment being provided, until 30 minutes after closure.

SPECIAL CONDITIONS

Sales and consumption of alcohol to the outdoor area shall not occur unless written consent is granted by Bass Coast Shire Council to the satisfaction of the Responsible Authority.

MAXIMUM CAPACITIES

Ground Floor - Internal (189 patrons)
First Floor
Internal - Lounge (68 patrons) Store/Function Room (50 patrons)
First Floor
External - Deck area (90 patrons)
Overall maximum 350 patrons

TRADING HOURS

FOR CONSUMPTION OFF THE LICENSED PREMISES

Not for display

Sunday	Between 10am and 11pm
Good Friday & ANZAC Day	Between 12 noon and 11pm
On any other day	Between 7am and 11pm

FOR CONSUMPTION ON THE LICENSED PREMISES

Sunday - see below (during major event weekends consisting of the Moto GP and Superbikes Round, the period between 26 December and 31 January, Labour Day weekend, Easter Sunday, Queens Birthday weekend and Melbourne Cup weekend)	Between 10am and 2am the following morning
Sunday	Between 10am and 12 midnight
Sunday (being Christmas Eve or Day; New Years Eve or Day)	Between 10am and 2am the following morning
Good Friday	Between 12 noon and 2am the following morning
ANZAC Day (Sunday)	Between 12 noon and 11.30pm
ANZAC Day (Monday to Thursday)	Between 12 noon and 12 midnight
ANZAC Day (Friday & Saturday)	Between 12 noon and 2am the following morning
Thursday to Saturday	Between 7am and 2am the following morning
On any other day	Between 7am and 1am the following morning

End of Conditions - Printed on 16/12/2025

Not for display