

104 – 108 Sparks Road, Norlane

Car Parking Impact Assessment Report

Client: Mr Mohit Bansal

This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.
The document must not be used for any purpose which may breach copyright legislation

Prepared by

Evan Boloutis
EB Traffic Solutions Pty Ltd
B.Eng (Civil), MEng Sc (Traffic), MBA

Email: evan@ebtraffic.com.au
Web: www.ebtraffic.com.au
Mobile: 0408 395 729

5 July 2026

1. INTRODUCTION

1.1 Purpose of this report

This report sets out an assessment of the parking implications of the proposed development, with specific consideration of the following:

- the existing conditions and a description of the proposal;
- an assessment of the development's car and bicycle parking requirements;
- adequacy of the on-site car parking supply to accommodate the statutory car parking requirements of the Greater Geelong Planning Scheme; and
- an assessment of the impact of the proposed development.

1.2 Referenced documents

This report has been based upon a number of sources. These include:

- Site observations and discussions with the applicant;
- Melways maps, Nearmap and Google Maps, AnyTrip Interactive Public Transport Map, Uber RideShare Map;
- Victoria Planning – Car Parking Requirements Maps (mapshare.vic.gov.au)
- Greater Geelong Planning Scheme and Greater Geelong Public Transport and Principal Bicycle Network Map; and
- Layout plans of the proposed development prepared by Misk Architecture, Job 20257444, Rev. A, Sheets A101 – A119, dated 30th June 2026

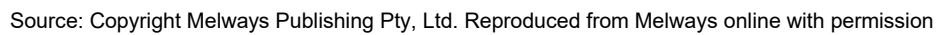
2. EXISTING CONDITIONS

2.1 Location and Land use

The subject site is located on the northern side of Sparks Road, approximately 55m east of Princes Highway, and between Plume Street. The subject site is currently vacant, and has an approximate site area of 2851.93sqm.

The surrounding area is typically residential in nature, comprising of both arterial and local roads, public parks and recreational areas, and a local activity centre. It is typical for residential areas to yield passenger vehicle and light truck motorists, with concessions for refuse truck services during the week.

The location of the subject site is shown in **Figure 2.1**.



The nature of the site and surrounding area is shown in **Figure 2.2**.

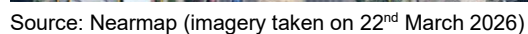


Figure 2.2: Nature of the subject site and surrounds

2.2 Road Network

Sparks Road is a local road which contains an undivided cross section with a traffic and parking lane in each direction. On street car parking is typically characterised as unrestricted, the default speed limit is 60km/hr.

Photos showing the cross section of Sparks Road looking to the east and west are shown in **Figures 2.3** and **2.4**, respectively.



Source: Google Maps StreetView

Figure 2.3: Sparks Road looking east



Source: Google Maps StreetView

Figure 2.4: Sparks Road looking west

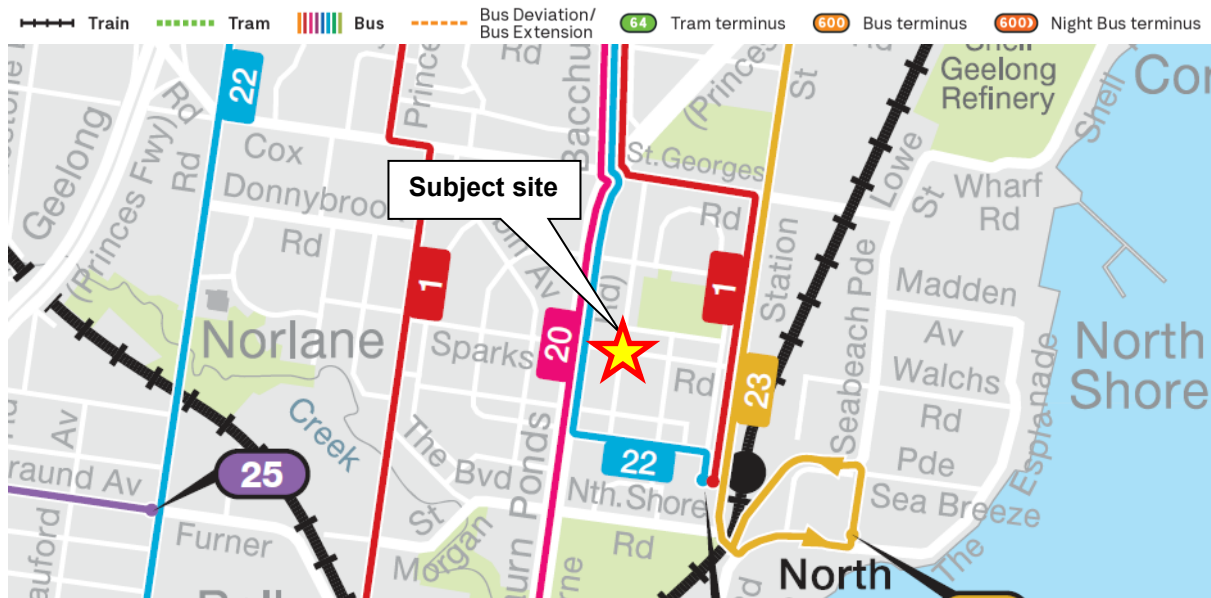
2.3 Sustainable Transport

2.3.1 Public Transport

The subject site is well serviced by public transport services with three bus routes operating in close proximity to the site. The bus services include:

- Bus route 1 operates between North Shore station and Deakin University via Geelong City;
- Bus route 20 operates between North Shore Station and Geelong Station
- Bus route 22 operates between Corio SC and Geelong Station; and
- Bus route 23 operates between Corio shopping centre and North Shore station.

The public transport modes operating in close proximity to the subject site are shown in **Figure 2.5**.

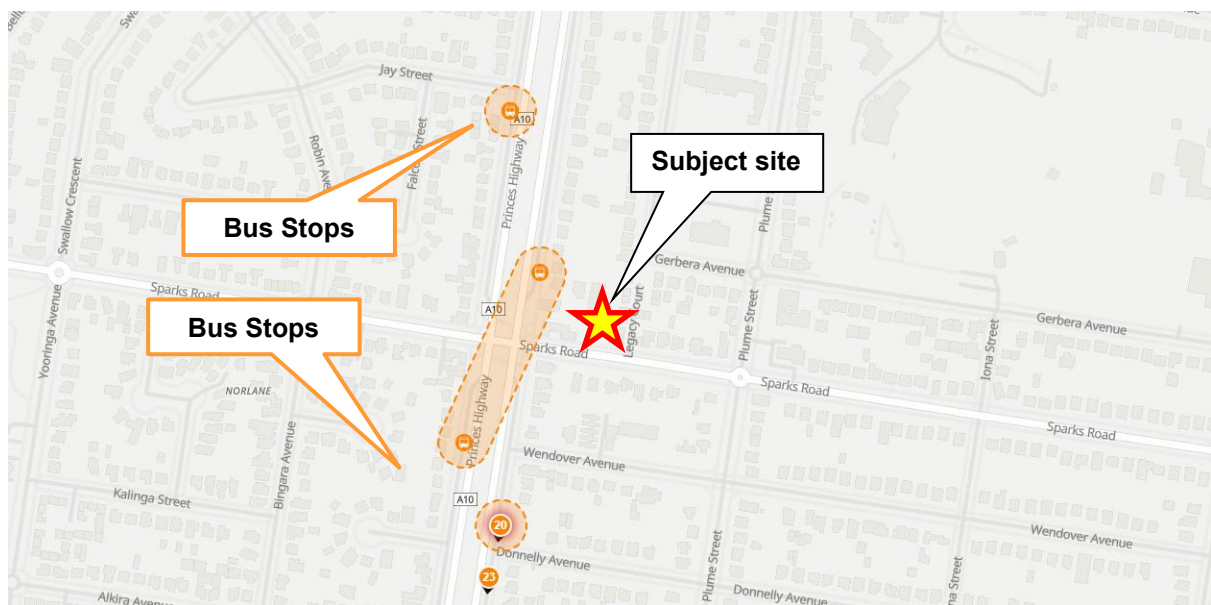


Source: Greater Geelong Public Transport Map (July 2020)

Figure 2.5: Public Transport Network

An assessment of the timetables of the various public transport services indicate that each service operates during the weekday and weekend time periods.

Bus stops are located along Princes Highway and in close proximity to the site as shown in **Figure 2.6**.



Source: AnyTrip Interactive Trip Planning and Stop Finder Map

Figure 2.6: Location of nearby bus stops

2.3.2 Bicycle Paths and Infrastructure

The City of Greater Geelong municipality is well serviced by an extensive network of on- and off-road bicycle network linking the municipality with the surrounding municipalities.

These include the following routes;

- *Principal Bicycle Network* exists along the alignment of Sparks Road adjacent to the site, as well as along St Georges Road to the north, and Station Street to the east;
- *Strategic Cycling Corridor* exists along Princes Highway to the west, and Seabeach Parade to the east.

The bicycle network within and adjacent to the site is shown in an extract from Greater Geelong Principal Bicycle Network Map in **Figure 2.7**.



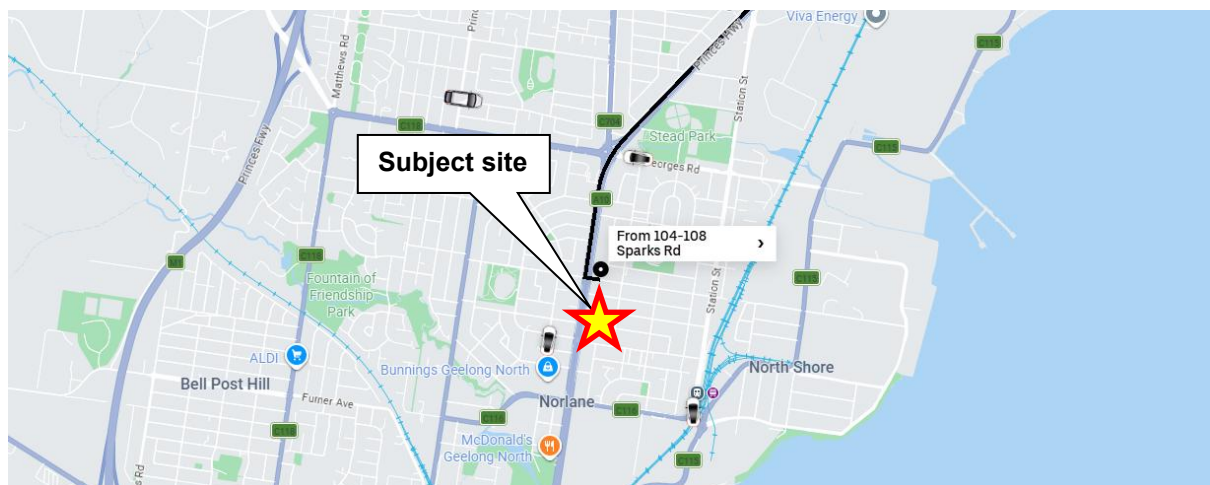
Source: Greater Geelong Principal Bicycle Network Map

Figure 2.7: Formal and informal bicycle routes in the vicinity of the subject site

2.3.3 On-demand ride facilities

Car sharing schemes and on-demand ride services have been operating in Melbourne since 2003 with a number of inner metropolitan Councils (including City of Port Phillip, Yarra, Melbourne, Moreland and Darebin) actively supporting their use by allocating on-street spaces throughout their municipalities for the purposes of accommodating 'car share' cars and taxi services.

Commercially and privately operated car share cars and rides are available in close proximity to the subject site, as shown in **Figure 2.8**.



Source: Uber Trip Map

Figure 2.8: On-demand ride opportunity in the vicinity of the site



Available rides nearby site

The proposal involves the construction of a new multi-unit development, comprising of 19 single-storey units arranged in a side-by side layout, with an associated central access aisle and an internal parking area with the capacity for up to 21 spaces. In addition, two single garages have been provided resulting in a total on-site provision of 23 spaces.

- 12 x One-bedroom
- 3 x Two-bedroom
- 4 x Three-bedroom

The car parking layout is illustrated below in **Figure 3.1**, as per **Attachment A**.



4. CAR PARKING

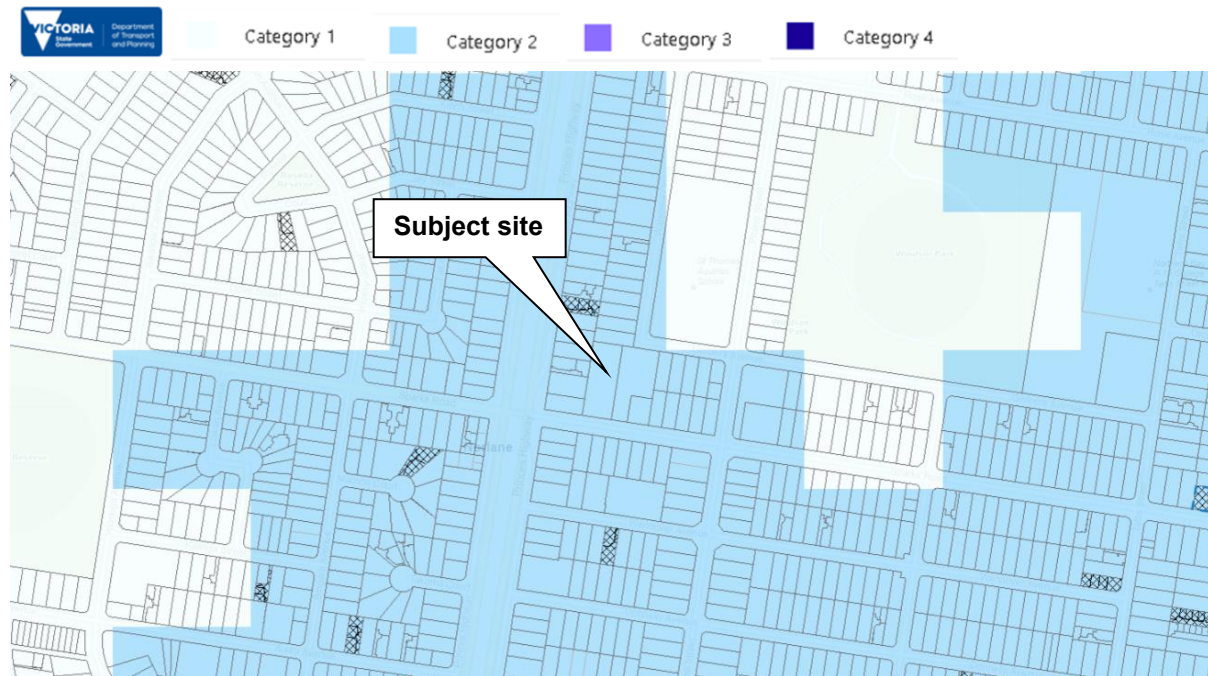
Consideration needs to be given to Amendment VC277 which was gazetted December 2025 and, amongst other changes, reduces car parking requirements for uses in residential and commercial areas, and for land within walking distance of high-quality public transport.

The Clause 52.06 **Table1** parking rates now apply automatically to a site, and Categories 1 – 4 are applicable to land as per the Car Parking Requirement Maps (Department of Transport and Planning, 2025 – CPR Maps).

Specifically, the Clause 52.06-5 **Table 1** car parking requirements is calculated as either:

- A number of car parking spaces; or
- A percentage of the total site area that must be set aside for car parking.

The Car Parking Requirement Maps (CPR) reflects the categories for car parking rate calculation, based upon the land category. An extract of the CPR map for the Municipality is shown in **Figure 4.1**.



Source: Victorian Planning Maps

Figure 4.1: CPR areas in vicinity of the proposed development

Reference to **Figure 4.1** indicates that the proposed development is located within the boundary of the Metro - Category 2 zone.

Having regard to the above, reference to Clause 52.06-5 (Table 1) indicates that the **Category 2** car parking rates for a proposed residential development corresponds to *1 space per dwelling*.

The car parking requirements for the proposed development corresponds to 19 spaces.

Based upon an on-site provision of 23 spaces, the development satisfies its Statutory Parking Requirements.

4.2 Statutory Bicycle Parking Requirements

Clause 52.34 of the Greater Geelong Planning Scheme seeks to encourage cycling as a mode of transport with the provision of secure, accessible and convenient bicycle parking spaces.

The statutory bicycle parking requirements are set out in Clause 52.34 of the Greater Geelong Planning Scheme, as set out in **Table 4.1**.

Given that the dwellings are less than four storeys, there are no bicycle statutory bicycle parking requirements for the proposed development.

4.3 Car Park Layout

4.3.1 Dimensions of car accommodation

Spaces for the occupiers and visitors are provided with a width varying between 2.6 m and 3.09 m in and a length of 4.9 m with an adjacent aisle width of 6.4 m.

End bays have been provided at widths varying between 2.8 m and 3.1 m wide to accommodate entry movements.

The single garages have been provided at a minimum width of 3.5 m and lengths of 6 m.

The dimensions of the car parking bays satisfy the requirements of Clause 52.06-9 (design standard 2) of the Greater Geelong Planning Scheme.

While blind aisle extensions have not been provided at the end of the accessways, the end bays are provided at widths in excess of 2.6 m, which enable motorists to safely enter and exit the end bays to then depart from the site in a forward manner, as demonstrated by the swept path analysis in Section 4.3.3.

4.3.2 Width of access

Clause 52.06-9 of the Greater Geelong Planning Scheme (design standard 1) states that:

"Accessways must provide a passing area at the entrance at least 6.1 m metres wide and 7 metres long if the accessway serves ten or more car parking spaces (applies here) and is either more than 50 metres long (applies here) or connects to a road in a Road Zone (not applies here)."

On the basis of the above, a passing area is required to be provided at the entrance to the car park.

Reference to the layout plans indicate that a width of 6.5 m has been provided along the central accessway from the title boundary which allows for convenient B85 / B99 passing at end of the main accessway, which accords with Clause 52.06-9 of the Greater Geelong Planning Scheme (design standard 1) and AS 2890.1:2004.

4.3.3 Access to/from car accommodation spaces

The ability for a motorist to safely access the on-site spaces was assessed with the use of the AutoTURN computer software for a B85 vehicle, as shown in **Attachment B**.

The analysis indicates that occupiers and visitors are able to safely access the parking spaces and then exit from the car spaces into the adjacent accessway to then exit from the car park in a forward manner.

4.3.4 Sight lines for exiting motorists

Clause 52.06-9 (design standard 1) of the Greater Geelong Planning Scheme specifies that the development is required to:

“Have a corner splay or area at least 50 per cent 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.”

Reference to the layout plans indicate that clear available sight lines are able to be provided on either side of the accessway along the title boundary.

5. OTHER

5.1 Refuse

Bins used to store waste will be serviced by a private contractor. The refuse bins are proposed to be stored in an indented refuse storage area located on the south side of the central accessway and the bins would be serviced by a private contractor in a 6.4 m Single Rigid Vehicle (SRV).

It is understood that the refuse truck will be the Waste Wise mini at a length of 6.35 m and a height of 2.08 m. An example of a Waste Wise mini refuse truck is shown in **Attachment C**.

The swept path assessment (refer **Attachment D**) indicates that a 6.4 m refuse truck is able to safely enter the car parking areas in a forward manner, manoeuvre into and out of the car parking areas to then exit from the car park in a forward manner.

5.2 Traffic Impact

The impact of the proposed development can be assessed having regard to the anticipated number of vehicle movements likely to be generated at the development access during the commuter peak periods.

The proposed development is conservatively expected to generate in the order of 5.5 vehicle trips per dwelling per day (and up to 0.55 vehicle trips per dwelling during the weekday peak hours), as set out in the RTA Guide for Traffic Generating Developments (Vers 2.2, 2002). On this basis, it is anticipated that the proposed development will generate up to 11 vehicle movements during either of the weekday peak hours.

The level of traffic anticipated to be generated at the development access is considered minimal and will not represent any adverse impact upon the operation of the surrounding road network or the amenity of the residential precinct.

Further, it is recommended that '10 km/hr shared zone' speed signage be installed at the entrance to the development to highlight that pedestrians have the right of way over motor vehicles within the development's internal roadway.

6. CONCLUSIONS AND RECOMMENDATION

Having regard to the above, it is considered that:

- The provision of 23 on-site spaces (19 occupier spaces and four visitor spaces) satisfies the development's statutory parking requirement of 19 spaces; and
- The level of traffic anticipated to be generated at the development access is considered minimal and will not represent any adverse impact upon the operation of the surrounding road network or the amenity of the residential precinct.

Further, it is recommended that '10 km/hr shared zone' speed signage be installed at the entrance to the development to highlight that pedestrians have the right of way over motor vehicles within the development's internal roadway.

Evan Boloutis
Director
EB Traffic Solutions Pty Ltd

B.Eng (Civil), MEng Sc (Traffic), MBA

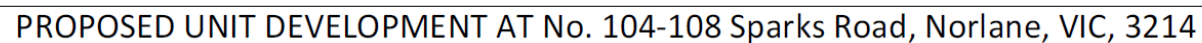
Copyright

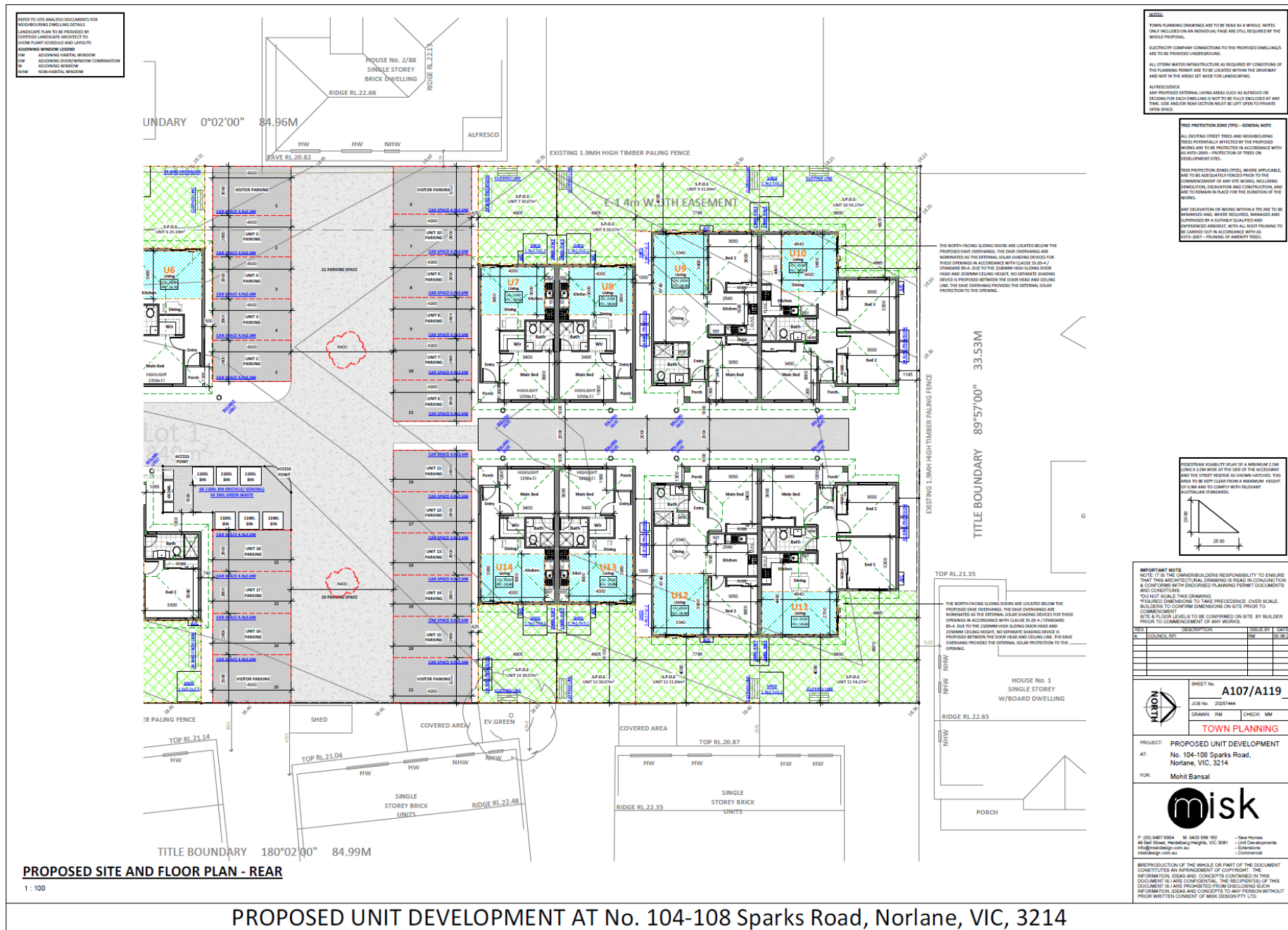
The information contained in this report is confidential and intended for the use of the client specified on the front of the report. No representation is made or is implied to be made to any third party. No part of this report may be reproduced or used without the written permission of EB Traffic Solutions Pty Ltd. Any unauthorised use of this report will constitute an infringement of copyright.

Disclaimer

EB Traffic Solutions Pty Ltd takes no responsibility in any way to any person or organisation, other than that for which the report has been prepared, in respect of the information contained in this report, including any omissions or errors.

ATTACHMENT A
PROPOSED LAYOUT PLANS

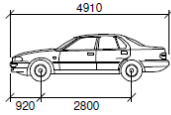




ATTACHMENT B
SWEPT PATH ANALYSIS (B85/B99 CARS)



Design Vehicle



B85	mm
Width	: 1870
Track	: 1770
Lock to Lock	: 6.0
Steering Angle	: 34.1

A3.01

02/07/2026

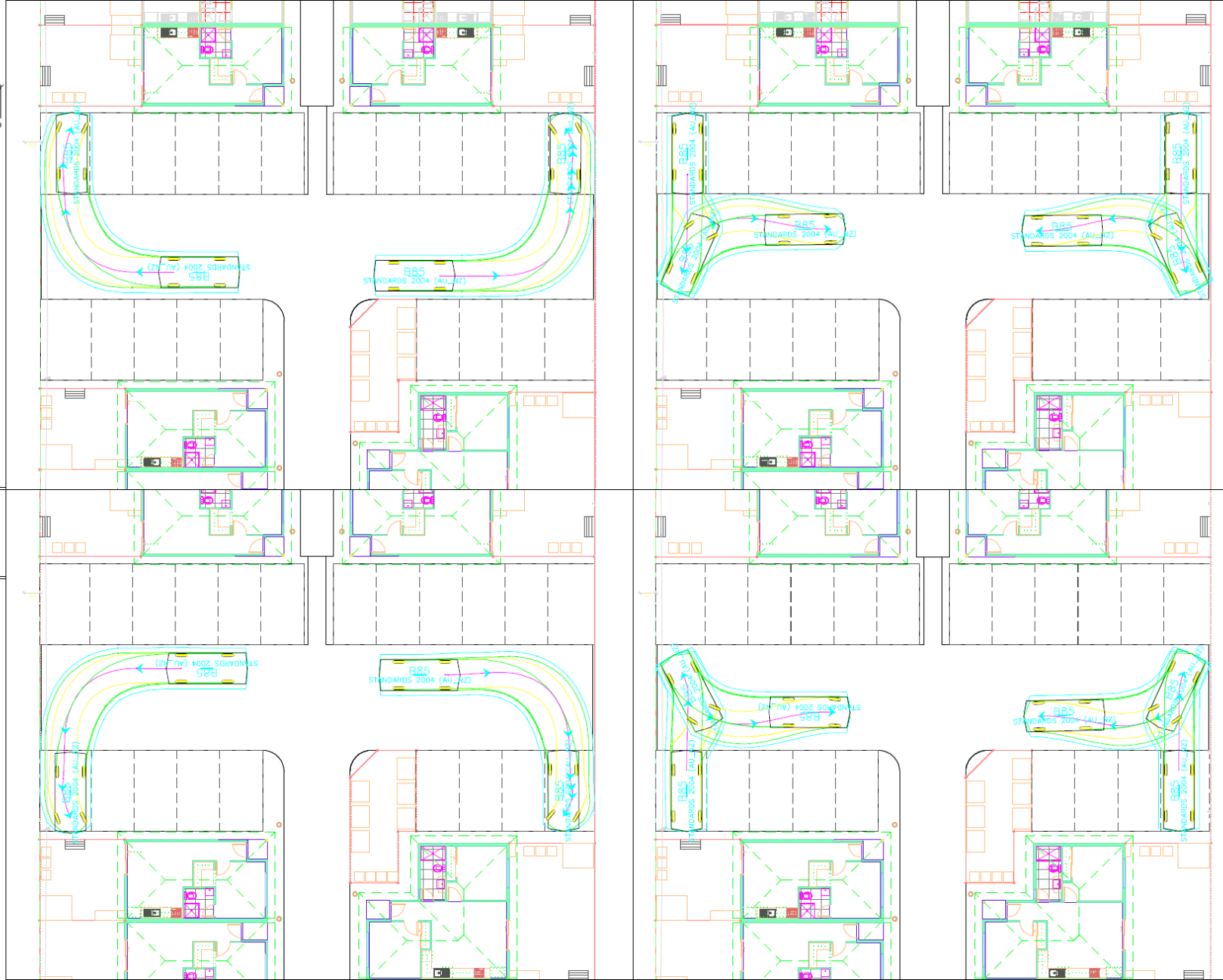


104 - 108 Sparks Road, Norlane

Scale 1:200 @ A3

Swept Path Analysis (B85 Car)

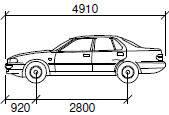
Plan prepared by EB Traffic Solutions Pty Ltd



104 - 108 Sparks Road, Norlane
 Scale 1:200 @ A3
 Swept Path Analysis (B85 Car)
 Plan prepared by EB Traffic Solutions Pty Ltd

EB Traffic Solutions

Design Vehicle



B85	mm
Width	1870
Track	1770
Lock to Lock	6.0
Steering Angle	34.1

A3.02

02/07/2026

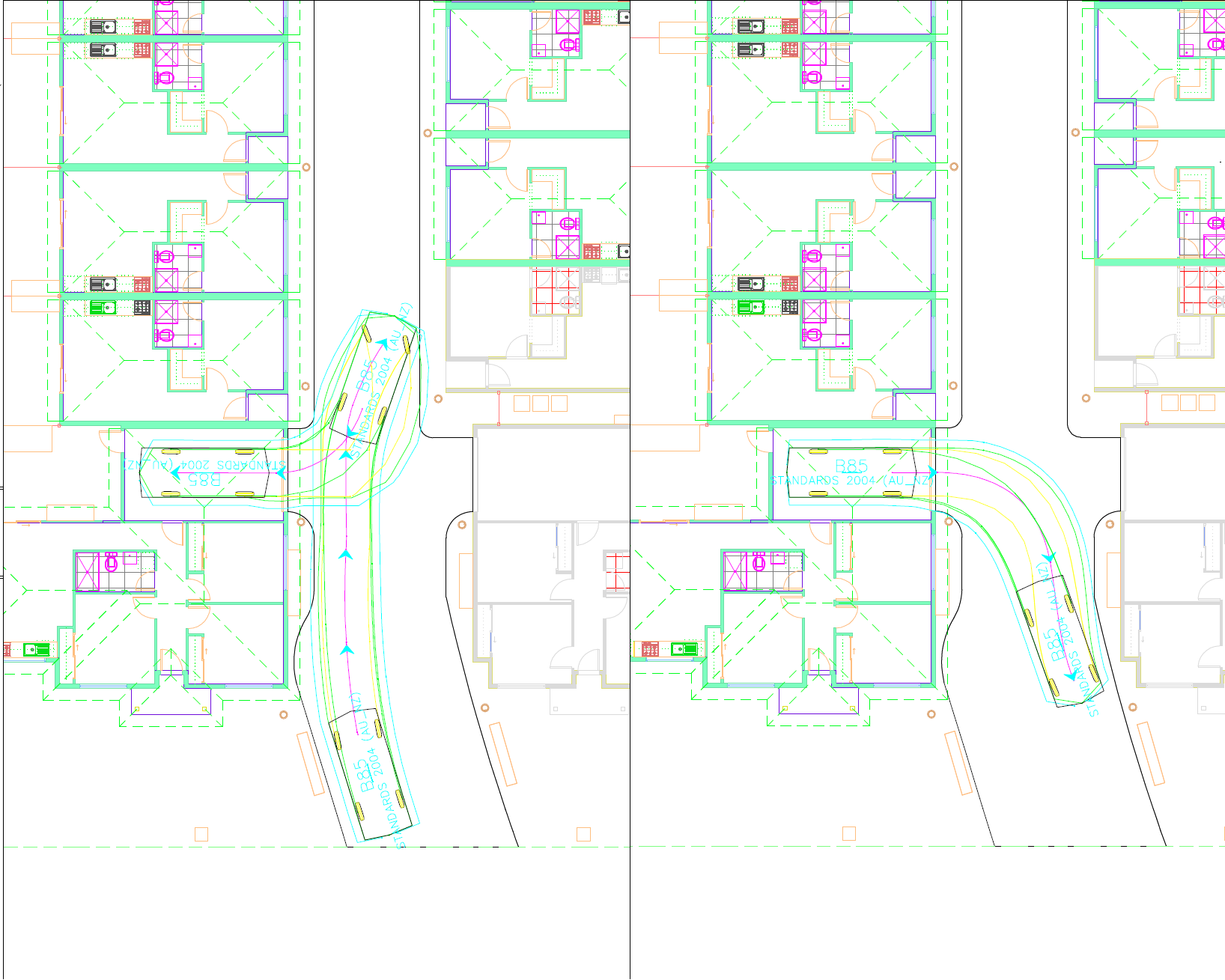


104 - 108 Sparks Road, Norlane

Scale 1:125 @ A3

Swept Path Analysis (B85 Car)

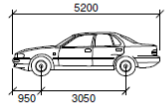
Plan prepared by EB Traffic Solutions Pty Ltd



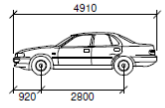
EB Traffic Solutions

EB Traffic
Solutions

Design Vehicle



B99
Width : 1940 mm
Track : 1840 mm
Lock to Lock : 6.0
Steering Angle : 33.9



B85
Width : 1870 mm
Track : 1770 mm
Lock to Lock : 6.0
Steering Angle : 34.1

A3.03

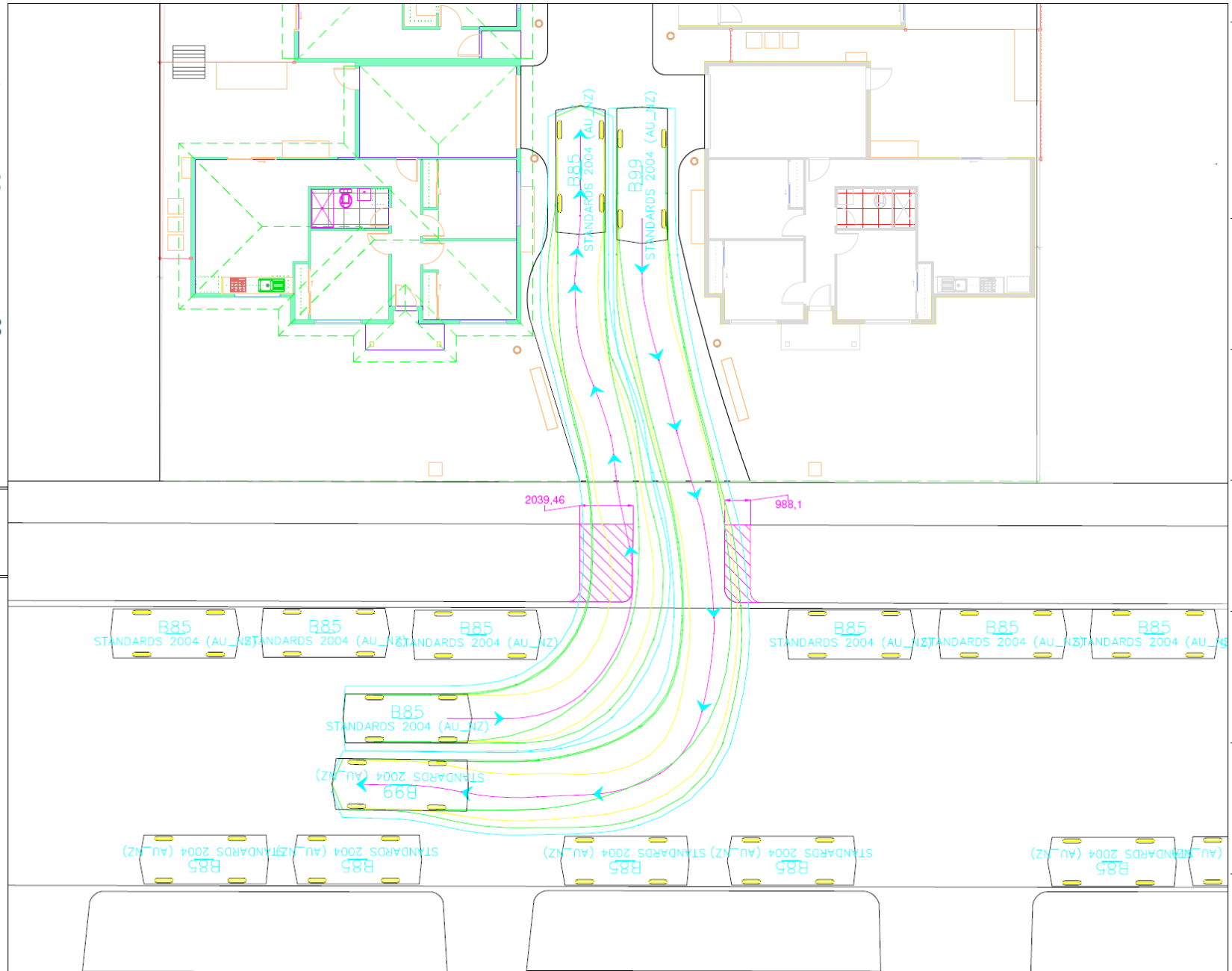
02/07/2026



104 - 108 Sparks Road, Norlane

Scale 1:125 @ A3

Swept Path Analysis (B85 & B99 Car)
Plan prepared by EB Traffic Solutions Pty Ltd



ATTACHMENT C

**6.35 M LONG TRUCK WASTE WISE MINI REFUSE
TRUCK**



Introducing the **WASTE WISE MINI**



REAR LOADER

Waste Wise Environmental® introduced the first MINI rear loader vehicle into Australia in September 2011.

The success of the MINI rear loader has been well documented over the first 12 months of service. The ability to manoeuvre in confined areas within basement car parks, where bin rooms are located, and laneways where other vehicles find difficulty in reversing is unique, but achievable for this compact unit.

With an overall height of just 2.08 metres and length of 6.40 metres, this vehicle can enter most car parks, going down three (3) basement levels or climbing up eight (8) car park levels to empty MGB 240 litre & MGB 660 litre bins within its own height capacity.

MGB 1100 litre bins will be lifted higher than the vehicle and generally find a spot within the complex to do so.

The MINI rear loader is valuable to all: architects, developers, owners corporations (space saving and cost saving) and councils (no bins at kerbside affecting the streetscape).

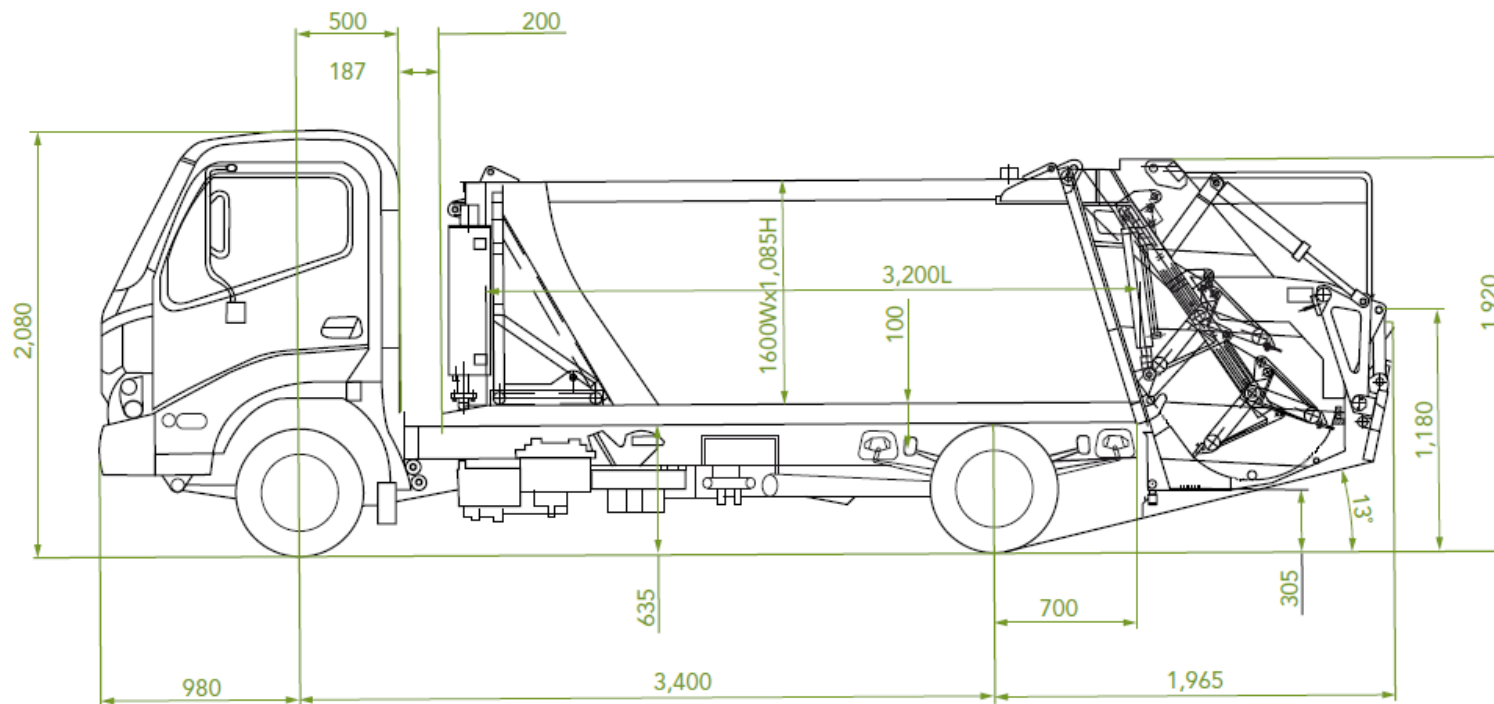


The Waste Wise Environmental® fleet of MINI'S has successfully demonstrated its ability as the most valuable & versatile MINI rear loader on the road today. Not only in confined areas, but also under standard rear loader conditions at street level.



1300 550 408

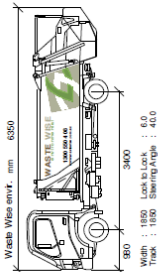
Vehicle Dimensions



ATTACHMENT D

SWEPT PATH ANALYSIS (6.4 M REFUSE TRUCK

EB Traffic Solutions
Design Vehicle



A3.04
02/07/2026



104 - 108 Sparks Road, Norlane
Scale 1:125 @ A3
Swept Path Analysis (Refuse Truck)
Plan prepared by EB Traffic Solutions Pty Ltd

