



February 20<sup>th</sup>, 2026

██████████  
Meraq Building Designers

Dear ██████████,

**PROPOSED ADDITIONAL 5 DWELLINGS  
1/110 SPARKS ROAD, NORLANE  
TRAFFIC ENGINEERING STATEMENT**

Colliers has been requested by the Applicant to prepare a traffic engineering statement for the proposed additional 5 dwellings at 1/110 Sparks Road, Norlane.

**Existing Conditions**

The site currently has 14 one-bedroom units, each with one (1) car parking space, however some of these car parking spaces are informal and have been retrofitted between the dwellings.

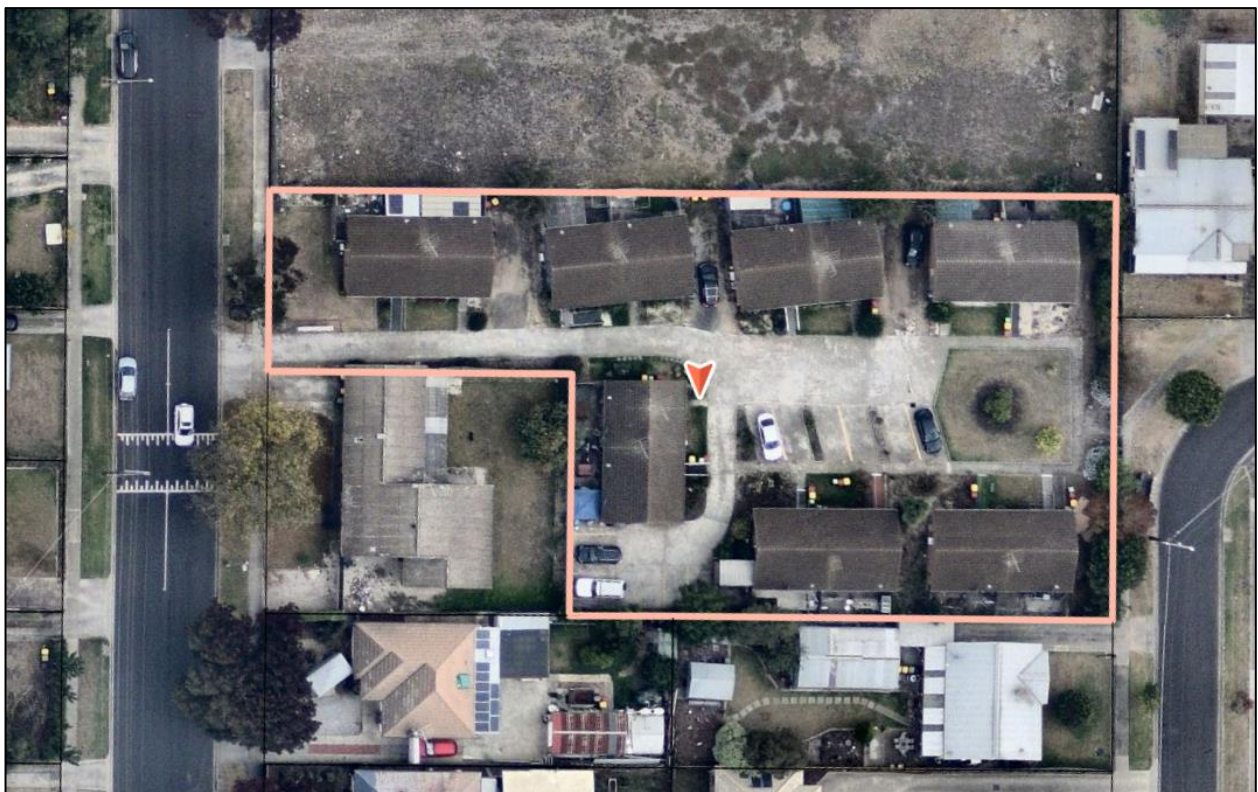


Figure 1: Aerial Image of Site (16/04/2025) Source: NearMap

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There is a shared vehicle crossing with 112 Sparks Road, with entry to the car park at 1/110 Sparks Road via the single lane width accessway.



Figure 2: Existing Vehicle Access

The site is zoned within the General Residential Zone - Schedule 1 and Category 2 of the Car Parking Requirement Map in the Greater Geelong Planning Scheme.

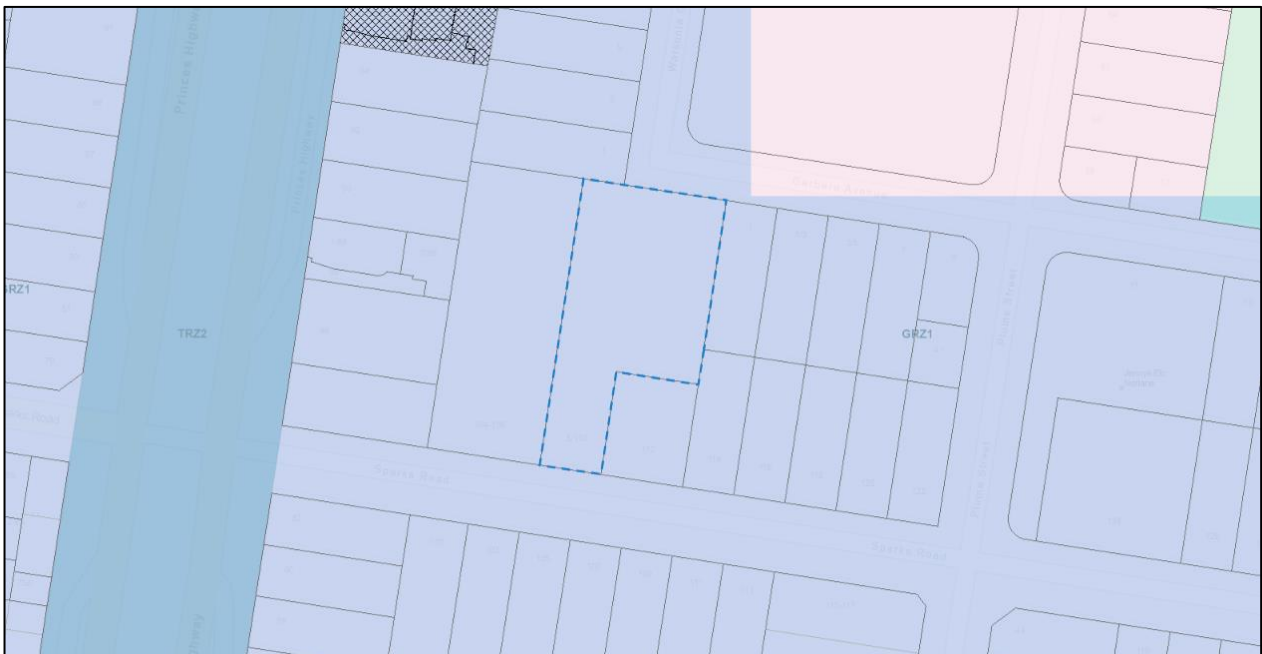


Figure 3: Planning Zone of Site (Source: VicPlan)

**On-Street Parking Availability**

Parking surveys confirm kerbside parking is readily available in the site locality, with parking occupancy surveyed to be less than 10% on weekends. It is likely parking occupancy would be similar during evenings.

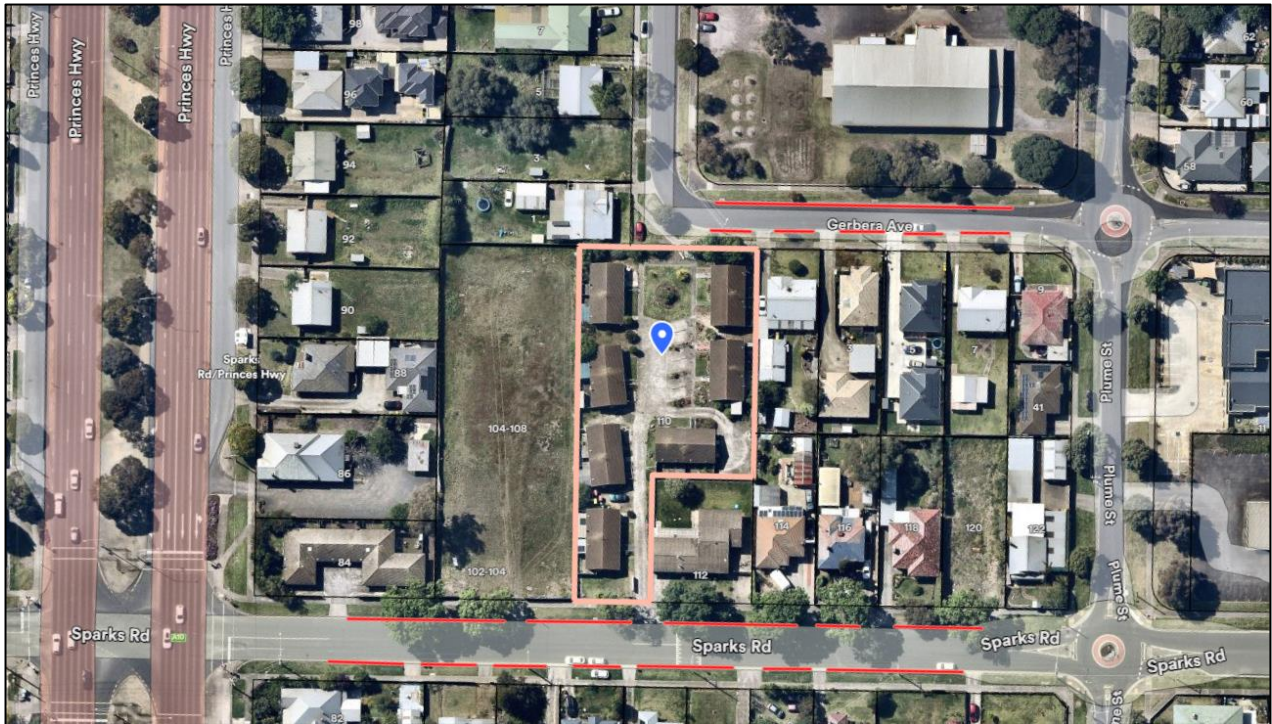


Figure 4: Surveyed Parking Area

Table 1: Colliers Parking Surveys

| Location  | Controls | Capacity  | Occupancy                                 |   |  |   |
|---|----------|-----------|---|---|--|---|
|   |          |           | Sunday<br>27/04/25<br>5:22pm <sup>1</sup> | Saturday<br>12/10/24<br>3:11pm <sup>2</sup> | Sunday<br>4/2/2024<br>12:11pm <sup>2</sup> | Sunday<br>5/11/2023<br>12:48pm <sup>2</sup> |
| <b>Sparks Road</b><br>Princes Hwy to Plume St     | Nil      | 38        | 3   | 4   | 0  | 3   |
| <b>Gerbera Avenue</b><br>Watsonia Grv to Plume St | Nil      | 18        | 1   | 1   | 3  | 2   |
| <b>Total</b>                                      |          | <b>56</b> | <b>4</b>                                  | <b>5</b>                                    | <b>3</b>                                   | <b>5</b>                                    |
| <b>Occupancy %</b>                                |          |           | <b>7.1%</b>                               | <b>8.9%</b>                                 | <b>5.4%</b>                                | <b>8.9%</b>                                 |
| <b>Vacancy</b>                                    |          |           | <b>52</b>                                 | <b>51</b>                                   | <b>53</b>                                  | <b>51</b>                                   |

<sup>1</sup> Survey via physical inspection

<sup>2</sup> Survey via time-stamped NearMap aerial images

**The Proposal**

The Applicant proposes an additional 5 dwellings to the existing 14 dwellings, including reconfiguration of the existing car park to 19 car spaces (an additional 5 spaces). All dwellings will be allocated 1 car space.

Table 2: Existing and Proposed Development

|                        | Existing   | Proposal  |
|------------------------|------------|-----------|
| One Bedroom Dwelling   | 14 no.     | 16 no.    |
| Two Bedroom Dwelling   | 0 no.      | 2 no.     |
| Three Bedroom Dwelling | 0 no.      | 1 no.     |
| Car Parking Spaces     | 14 spaces* | 19 spaces |

\* Some of these spaces are informal and have been retrofitted between dwellings.

**Statutory Car Parking Provision Required**

Table 1 of Clause 52.06-5 outlines the number of car parking spaces required for dwellings, with the rates recently updated through Amendment VC277, gazetted on 18 December 2025. For 19 dwellings and 19 car parking spaces, the Applicant provides satisfactory number of car parking spaces.

Table 3: Clause 52.06-5 Car Parking Provision Requirements

| Land use | Measure          | Category 1<br>(Minimum Requirement) | Category 2<br>(Minimum Requirement) | Category 3<br>(Minimum and Maximum Requirement) | Category 4<br>(Maximum Requirement) |
|----------|------------------|-------------------------------------|-------------------------------------|---|-------------------------------------|
| Dwelling | To each dwelling | 12                                  | 1                                   | 0 - minimum<br>2 - maximum                      | 2                                   |

**Traffic Generation and Impacts**

The TfNSW “Guide to Transport Impact Assessment” 2024 publication outlines the following trip generation rates for medium density dwellings in regional locations.

Table 4: TfNSW Trip Generation Rates

| Weekday rates                                 | Sydney | Regional |
|---|--------|----------|
| <b>Person trips (person trips/dwelling)</b>   |        |          |
| AM peak hour                                  | 1.05   | 0.93     |
| PM peak hour                                  | 0.98   | 1.21     |
| Daily   | 6.76   | 7.04     |
| <b>Vehicle trips (vehicle trips/dwelling)</b> |        |          |
| AM peak hour                                  | 0.39   | 0.41     |
| PM peak hour                                  | 0.37   | 0.60     |
| Daily   | 2.72   | 3.67     |

For 19 units, the development is expected to generate 8 and 11 movements in the AM and PM peak hour respectively. The traffic generation is likely to be distributed as follows.

Table 5: Likely Peak Hour Trip Distribution

|              | Inbound     | Outbound    | Total  |
|--------------|-------------|-------------|--------|
| AM Peak Hour | 2 vph (30%) | 6 vph (70%) | 8 vph  |
| PM Peak Hour | 7 vph (60%) | 4 vph (40%) | 11 vph |

The traffic generation is minimal and is unlikely to adversely impact the adjacent road network.

### **Waiver of Passing Area Requirement**

The Applicant proposes to retain the existing single lane width accessway to the on-site car park.

Clause 52.06-9 requires accessways “provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves 10 or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or 3.”

However, there is already a waiver of this design criterion under existing conditions for the 14 spaces, and the existing vehicle entrance/exit is proposed to be retained in its current configuration.

Colliers has prepared a vehicle interaction assessment to review the single lane width accessway for the development proposal. The following operational characteristics are applicable.

- The estimated speed of vehicles travelling along the accessway will be approximately 10 kph.
- The maximum length of the single lane width accessway is approximately 50 metres long.
- The capacity of the single lane width accessway is therefore estimated to be 200 vehicles per hour.

The maximum number of vehicle movements potentially interacting along the single lane width accessway is 4 movements during the PM peak hour.

The ‘utilisation factor’  $\rho$  is therefore equal to only 2% (4 vph / 200 vph).

Assuming a binomial distribution of vehicles interacting, the probability of ‘n’ interactions  $\rho^n(1-\rho)$  along the single lane accessway is as follows.

- There is a 98% probability of zero (0) interactions during the PM peak hour.
- There is 1.96% probability of one (1) interaction during the PM peak hour.
- There is 0.039% probability of two (2) interactions during the PM peak hour.

Note that during the AM peak hour and off-peak periods, the probability of an interaction is less. If on the extremely rare occasion there is an interaction, the egress vehicle would likely reverse back in to the car park which is appropriate from a traffic engineering perspective.

Based on the unlikelihood of an interaction along the single lane width accessway, a waiver of the passing area remains appropriate for the development proposal from a traffic engineering perspective.

**Car Parking Access**

The Applicant has provision for 19 on-site car parking spaces (4.9 metres long by 2.6 metres wide) and are accessed from a 6.4 metres wide aisle which complies with Clause 52.06-9. The blind aisle extends at least 1.25 metres passed the dead-end spaces which complies with AS2890.1:2004.

The swept path diagrams prepared by Colliers and attached in Appendix A confirm :-

- The 'B85 vehicle' from AS2890.1:2004 successfully accesses the critical car spaces in a single manoeuvre.
- The 'B99 vehicle' from AS2890.1:2004 successfully accesses the car park in each direction.

The car parking access is appropriate from a traffic engineering perspective.

**Pedestrian Access**

The Applicant includes provision for an internal footpath connecting to Sparks Road through to the rear of each of the car parking spaces. To prevent cars from encroaching the footpath, the wheelstops are placed 900mm from the kerb face which complies with Figure 2.6 of AS2890.1:2004.

The pedestrian access is appropriate from a traffic engineering perspective.

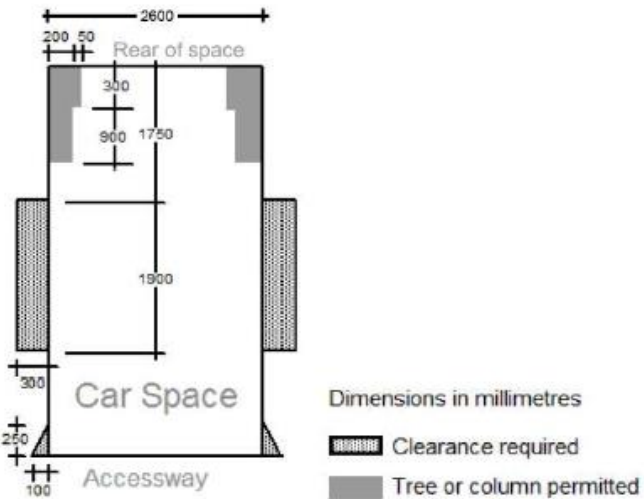
**Review of Clause 52.06-9 Design Standards**

Clause 52.06-9 outlines design criterion for accessways, car parking spaces and gradients, which Colliers addresses in the following table.

Table 6: Review of Clause 52.06-9 Design Standards

| Clause 52.06-9 Design Criteria   | Colliers Response                         |
|--|---|
| <b><i>Design Standard 1 - Accessways</i></b>   |   |
| Be at least 3 metres wide.   | Satisfied.                                |
| Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.   | Satisfied.                                |
| 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.<br>Not a public car park. |
| Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.  | Satisfied.<br>External car park.          |
| If the accessway serves 4 or more car spaces or connects to a road in a Transport Zone 2 or 3, the accessway must be designed so that cars can exit the site in a forward direction. | Satisfied.                                |

| Clause 52.06-9 Design Criteria   | Colliers Response  |                 |                  |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
|--|--|-----------------|------------------|------------------|-----|-------|-------|-------|-----|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------|
| <p>Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves 10 or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or 3.</p>  | <p>The existing conditions will be retained, and a waiver of this design criterion remains appropriate given there is 98% probability of zero (0) interactions during the PM peak hour.</p> <p>Refer to Page 5 of this letter.</p>                 |                 |                  |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| <p>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 1 lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.</p>  | <p>Satisfied.</p> <p>Figure 2 shows that the low-level side boundary fence provides at least 50% visibility and is of a low height. The LHS exit sight triangle is therefore satisfactory.</p> <p>The RHS exit sight triangle is satisfactory.</p> |                 |                  |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| <p>If an accessway to 4 or more car parking spaces is from land in a Transport Zone 2 or 3, the access to the car spaces must be at least 6 metres from the road carriageway.</p>  | <p>Not applicable.</p> <p>Sparks Road is a local road.</p>   |                 |                  |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| <p><b>Design Standard 2 – Car Parking Spaces</b></p>   |  |                 |                  |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| <p>Dimensions of car parking spaces and accessways – Table 2.</p> <table border="1" data-bbox="197 1223 847 1608"> <thead> <tr> <th>Angle of car parking spaces to access way</th> <th>Accessway width</th> <th>Car space width</th> <th>Car space length</th> </tr> </thead> <tbody> <tr> <td>45°</td> <td>3.5 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>60°</td> <td>4.9 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td rowspan="4">90°</td> <td>6.4 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>5.8 m</td> <td>2.8 m</td> <td>4.9 m</td> </tr> <tr> <td>5.2 m</td> <td>3.0 m</td> <td>4.9 m</td> </tr> <tr> <td>4.8 m</td> <td>3.2 m</td> <td>4.9 m</td> </tr> </tbody> </table> <p><i>Note</i> Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</p> | Angle of car parking spaces to access way  | Accessway width | Car space width  | Car space length | 45° | 3.5 m | 2.6 m | 4.9 m | 60° | 4.9 m | 2.6 m | 4.9 m | 90° | 6.4 m | 2.6 m | 4.9 m | 5.8 m | 2.8 m | 4.9 m | 5.2 m | 3.0 m | 4.9 m | 4.8 m | 3.2 m | 4.9 m | <p>Satisfied.</p> |
| Angle of car parking spaces to access way  | Accessway width  | Car space width | Car space length |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| 45°  | 3.5 m  | 2.6 m           | 4.9 m            |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| 60°  | 4.9 m  | 2.6 m           | 4.9 m            |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
| 90°  | 6.4 m  | 2.6 m           | 4.9 m            |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
|  | 5.8 m  | 2.8 m           | 4.9 m            |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
|  | 5.2 m  | 3.0 m           | 4.9 m            |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |
|  | 4.8 m  | 3.2 m           | 4.9 m            |                  |     |       |       |       |     |       |       |       |     |       |       |       |       |       |       |       |       |       |       |       |       |                   |

| Clause 52.06-9 Design Criteria  | Colliers Response  |
|---|--|
| <p>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:</p> <ul style="list-style-type: none"> <li>• A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.</li> <li>• A structure, which may project into the space if it is at least 2.1 metres above the space.</li> </ul> <p><b>Diagram 1 Clearance to Car Parking Spaces</b></p>  <p>Dimensions in millimetres</p> <p>▨ Clearance required</p> <p>■ Tree or column permitted</p> | <p>Satisfied.</p>  |
| <p>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.</p>  | <p>Not applicable.</p>   |
| <p>Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.</p>   | <p>Not applicable.</p>   |
| <p>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</p>  | <p>Not applicable.<br/>1 space allocated to each dwelling.</p> |
| <p>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.</p>   | <p>Not applicable.</p>   |

| Clause 52.06-9 Design Criteria  | Colliers Response |             |           |        |      |     |      |     |         |      |     |      |     |            |
|---|-------------------|-------------|-----------|--------|------|-----|------|-----|---------|------|-----|------|-----|------------|
| <b>Design Standard 3 – Gradients</b>  |                   |             |           |        |      |     |      |     |         |      |     |      |     |            |
| <p>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 less.</p>  | Satisfied.        |             |           |        |      |     |      |     |         |      |     |      |     |            |
| <p>Ramps must have the maximum grades as outlined in Table below and be designed for vehicles travelling in a forward direction.</p> <table border="1" data-bbox="197 786 868 1055"> <thead> <tr> <th>Type</th> <th>Length Ramp</th> <th>Max Grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public</td> <td>&lt;20m</td> <td>1:5</td> </tr> <tr> <td>&gt;20m</td> <td>1:6</td> </tr> <tr> <td rowspan="2">Private</td> <td>&lt;20m</td> <td>1:4</td> </tr> <tr> <td>&gt;20m</td> <td>1:5</td> </tr> </tbody> </table> | Type              | Length Ramp | Max Grade | Public | <20m | 1:5 | >20m | 1:6 | Private | <20m | 1:4 | >20m | 1:5 | Satisfied. |
| Type  | Length Ramp       | Max Grade   |           |        |      |     |      |     |         |      |     |      |     |            |
| Public  | <20m              | 1:5         |           |        |      |     |      |     |         |      |     |      |     |            |
|   | >20m              | 1:6         |           |        |      |     |      |     |         |      |     |      |     |            |
| Private   | <20m              | 1:4         |           |        |      |     |      |     |         |      |     |      |     |            |
|   | >20m              | 1:5         |           |        |      |     |      |     |         |      |     |      |     |            |
| <p>Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</p> <p>Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the Responsible Authority.</p>   | Satisfied.        |             |           |        |      |     |      |     |         |      |     |      |     |            |

The accessways, car parking spaces and gradients are designed appropriately based on review of Clause 52.06-9 Design Standards.

**Response to Council RFI**

City of Greater Geelong has issued a Request for Further Information (RFI) for the Planning Application on PP-1136-2024 on October 22<sup>nd</sup>, 2025, to which Colliers addresses the traffic matters in the following table.

Table 7: Response to Council RFI

| Council RFI Items   | Colliers Response   |
|---|---|
| <p><b>Internal Referrals</b></p> <p>The information below provides a summary of internal referral comments received at the date of this letter:</p> <p>Internal</p> <p><b>1. Civil Infrastructure</b></p> <ul style="list-style-type: none"> <li>A blind aisle has not been provided at the northern end of the parking aisle. While the swept path diagrams provided in the TIA show vehicles can exit the two northern car spaces, they will overhang the footpath. This presents a minor safety issue, and there is a risk that vehicles could damage the wall of Unit 11 and 12 during their reversing manoeuvres.</li> </ul> | Satisfied.  |
| <ul style="list-style-type: none"> <li>The painted zebra crossing shown within the site must be deleted from the plan. It will not have any legal status and is unlikely to be maintained.</li> </ul>   | Satisfied.  |
| <ul style="list-style-type: none"> <li>The driveway width at the road reserve boundary must match the width of the vehicle crossing.</li> </ul>   | <p>Not required.</p> <p>The vehicle crossing and driveway are both existing and will be retained in its current alignment and configuration and therefore does not require any modifications.</p>                     |
| <ul style="list-style-type: none"> <li>It is recommended that the existing half of the shared vehicle crossing be reconstructed to the same dimensions.</li> </ul>  | <p>Not required.</p> <p>The section of the existing vehicle crossing that aligns with the eastern adjoining property provides vehicle access to a separate lot (112 Sparks Road) and therefore cannot be altered.</p> |

**Summary and Conclusions**

Colliers considers the proposed additional 5 dwellings at 1/110 Sparks Road, Norlane to be appropriate from a traffic engineering perspective.

Yours faithfully,

Colliers International Engineering & Design (TTMC) Pty Ltd

**Patrick McArdle**  
Principal Consultant - Transport

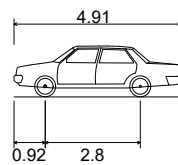
# APPENDIX A

## SWEPT PATH DIAGRAMS

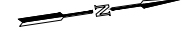


- Wheel path
- Vehicle Overhang
- Vehicle Overhang + 300mm Clearance

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v25



B85 Vehicle (Realistic min radius) (2004)  
 Overall Length 4.910m  
 Overall Width 1.870m  
 Overall Body Height 1.499m  
 Min Body Ground Clearance 0.120m  
 Track Width 1.770m  
 Lock to Lock Time 4.00sec  
 Curb to Curb Turning Radius 5.750m



| Issue | Appd | Date     | Comments       |
|-------|------|----------|----------------|
| B     | PJM  | 20/02/26 | Amended Issue  |
| A     | PJM  | 09/09/25 | Original Issue |

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 ABN: 65 010 868 621

**PROPOSED DEVELOPMENT  
 110 SPARKS ROAD,  
 NORLANE  
 SWEEP PATH DIAGRAMS**

Scale 1:200 @ A4

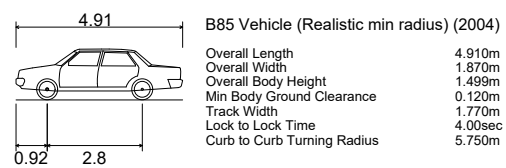
Drawing No : 25MET0089  
 Sheet No : 1 Issue : B



— Wheel path  
— Vehicle Overhang  
— Vehicle Overhang + 300mm Clearance

| Issue | Appd | Date     | Comments       |
|-------|------|----------|----------------|
| B     | PJM  | 20/02/26 | Amended Issue  |
| A     | PJM  | 09/09/25 | Original Issue |

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v25



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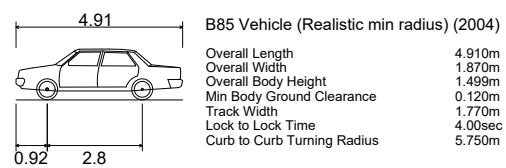
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— Wheel path  
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Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v25



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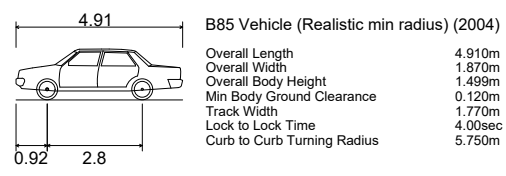
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Drawing No : 25MET0089  
Sheet No : 3 Issue : B



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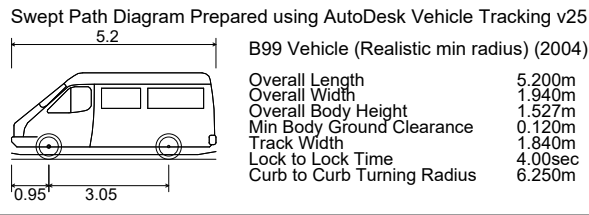
**PROPOSED DEVELOPMENT  
110 SPARKS ROAD,  
NORLANE  
SWEEP PATH DIAGRAMS**

Scale 1:200 @ A4

Drawing No : 25MET0089  
Sheet No : 4 Issue : B



|                                      |                             |
|--------------------------------------|-----------------------------|
| — Wheel path                         |                             |
| — Vehicle Overhang                   |                             |
| — Vehicle Overhang + 300mm Clearance |                             |
| B                                    | PJM 20/02/26 Amended Issue  |
| A                                    | PJM 09/09/25 Original Issue |
| Issue                                | Appd Date Comments          |



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**PROPOSED DEVELOPMENT  
110 SPARKS ROAD,  
NORLANE  
SWEEP PATH DIAGRAMS**

Scale 0 1 2 3 4  
1:200 @ A4

Drawing No : 25MET0089  
Sheet No : 5 Issue : B