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Kari Wheeler
The Planning Professionals Town Planning & Design
W9 Federal Mills,
North Geelong VIC 3215

03/08/2026

RE: Traffic Assessment – 75 Station Lake Road Lara VIC 3212

To whom it may concern,

This letter has been prepared to formally address the City of Greater Geelong's Development Engineering Unit's RFI items for access and parking at the proposed site, 75 Station Lake Road Lara:

The following reasons have been provided by engineering with regard to the response to further information:

- 1. The existing crossing from Station Lake Road, as shown on the plans, is a pram crossing and not an approved vehicle crossing. Vehicle access via the pram crossing is not permitted. The nature strip between the property boundary and the pram crossing must be reinstated and clearly shown on the plans.*
- 2. Vehicle access to Existing Carport 1 must be provided from Clement Lane.*
- 3. The proposed 6.2 m wide vehicle crossing is not supported. The vehicle crossing must be reduced to 4.0 m in width unless a wider crossing can be justified by swept path analysis demonstrating the operational need. Typical council requirements generally limit vehicle crossing widths within residential unless a larger width is supported by engineering evidence.*
- 4. Corner visibility splays must be provided on both sides of the proposed vehicle crossing at Clement Lane to improve sight distance and ensure the safe entry and exit of vehicles.*
- 5. All vehicles must enter and exit the site via the designated vehicle crossing on Clement Lane only. Vehicle access from Station Lake Road is not permitted.*

In addition, the submitted plans have been assessed against clause 52.06-10 and the responsible authority cannot be satisfied the plan requested under clause 52.06-8 is satisfactory against the following considerations:

- The ease and safety with which vehicles access and circulate within the parking area.*
- The provision for pedestrian movement within and around the parking area.*
- The provision of parking facilities for cyclists and disabled people.*
- Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.*
- Whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street) and AS2890.6-2009 (disabled).*

The currently proposed architectural drawings for the subject site at 75 Station Lake Road Lara are appended to this letter for reference to the foregoing traffic assessment.

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Resulting from these comments, the City of Greater Geelong's Development Engineering Unit has put forward the following options:

1. *Amend the plans to either:*
 - *To demonstrate a crossing width of 4m and amended car park design; or*
 - *Whereby a crossover greater than 4m is proposed engineering evidence (swept path analysis) to support the wider width along with an amended car park design.*
2. *Council can proceed with an amended plans condition however, a crossover width of 4m or less will be a requirement.*

The foregoing traffic assessment of the current site plans, access and parking proposal has been conducted to formally address, via traffic engineering evidence, the need for a crossover width of greater than 4 metres as well as to respond to comments as provided by Council.

The foregoing traffic assessment of the site has been conducted as follows below.

Vehicle Access & Swept Path Analysis

As per the requirements of the City of Greater Geelong, access to the site must be provided via Clement Lane. The site proposes to widen the existing crossover off Clement Lane at the northern side of the site, as per Figure 1 below, from an existing width of 3.70 metres to 6.20 metres. The increase in crossover width is required to allow safe and efficient access and egress to and from the site while allowing for the statutory requirement of 3 car parking spaces on-site.

Development Engineering at the City of Greater Geelong has outlined the following with regards to proposed 6.20 metre wide crossover:

- *The vehicle crossing must be reduced to 4.0 m in width unless a wider crossing can be justified by swept path analysis demonstrating the operational need. Typical council requirements generally limit vehicle crossing widths within residential unless a larger width is supported by engineering evidence.....*
- *Whereby a crossover greater than 4m is proposed engineering evidence (swept path analysis) to support the wider width along with an amended car park design.*

To address the comments provided by the City of Greater Geelong directly, swept path diagrams have been provided to demonstrate the need for the widened crossover in the context of the swept path movements required and overall context of the site.

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The following swept path movements have been prepared:

- **Dwg 26.42-0001:** Space 1 Entry
- **Dwg 26.42-0002:** Space 2 Entry
- **Dwg 26.42-0003:** Space 3 Entry
- **Dwg 26.42-0004:** Space 1 Exit
- **Dwg 26.42-0005:** Space 2 Exit
- **Dwg 26.42-0006:** Space 3 Exit

The associated swept path drawings as listed above are appended to this letter for review.

The foregoing assessment concludes the following:

- Under the current proposal with an increased crossover width of 6.20 metres, the safe and efficient entry and exit of a B85 design vehicle to and from the proposed parking area is compliant with AS2890.1:2004 requirements.
- A B85 design vehicle can successfully and safely enter each proposed car parking space in accordance with AS2890.1:2004 and the Greater Geelong Planning Scheme.
- A B85 design vehicle can successfully and safely exit each proposed car parking space in accordance with AS2890.1:2004 and the Greater Geelong Planning Scheme.
- To satisfy safe and efficient entry and exit of a B85 design vehicle the increased crossover width of 6.20 metres as opposed to the reduced 4.0 metre width as typically proposed by Council is required for the purposes of the subject site.
- A reduced crossover width to the standard width of 4.0 metres will not allow for safe and efficient access and egress to and from the site and will result in non-compliant encroachments of the 300 millimetre clearance zones for a B85 design vehicle.
- A 4.0 metre wide crossover will not allow for a vehicle to successfully and safely enter or exit the site from the southernmost space of the car parking layout without conflict with fencing and any vehicle parking in tandem within the northernmost spaces.
- A narrower crossover, given the neighboring fence line, will restrict ability for a reversing vehicle to be seen by oncoming vehicles. A wider opening allows for more visibility of an exiting vehicle for an oncoming driver travelling north-south along Clement Lane toward Station Lake Road.
- The operations of the site, as a day centre for members of the community with special needs, requires large garden areas at the rear to provide garden work as a key engagement activity for participants. A redesign of the parking area to accommodate the reduced crossover width of 4.0 metres is not feasible without eliminating the site's ability to provide these engagement activities for its participants and therefore hinders the overall use of the subject site.

Parking Layout & Requirements

The proposed car parking area will be predominantly used by staff members and will not require frequent turnover of parking. The subject site will cater to small numbers of people at any one time with participants only attending the site for part of a given day and subsequently disbursing off to other community centres or activities. A 1:1 ratio of participants and carers applies to the site, with a maximum of 9 participants or carers on-site at any one time. As such, the volume of traffic anticipated to be generated by the site does not warrant extensive parking layout redesign and can be safely accommodated under the current arrangement.

Further parking area, beyond the 3 spaces provided and required as part of the Greater Geelong Planning Scheme, would result in major hindrance to the operations of the day centre by way of reducing the garden area available for key engagement activities for participants of the proposed use.

In addition, the proposed use caters primarily for participants requiring behavioural and developmental support rather than mobility assistance. Participants are expected to be accompanied by support workers or carers who will undertake pick-up and drop-off activities. Having regard to the expected operational characteristics of the use, the demand for accessible parking is anticipated to be limited. As such, in consideration of the provision of disabled parking the requirement of a disabled parking bay is not deemed required for the purposes of the subject site.

Table 1 of Clause 52.34-5 of the Greater Geelong Planning Scheme outlines the bicycle parking requirements for a particular use. In the case of 75 Station Lake Road Lara with a net floor area of approximately 131.75 square metres and its proposed use as a place of assembly the required number of bicycle parking spaces under Table 1 is as follows:

- Staff bicycle parking spaces – 1 space to each 1500 square metres of net floor area = 1 bicycle space
- Visitor bicycle parking spaces - 2 plus 1 to each square metre of net floor area = 2 bicycle spaces

Given the nature of the operations of the proposed use, bicycle travel to and from the site is anticipated to be low but with the retention of the existing shed on the subject site, the required 3 bicycle spaces and provision for bicycle parking can be accommodated within the site.

Pedestrian Manoeuvrability

With a pedestrian pathway leading from the proposed parking area to the building as well as ample room between the tandem and standalone parking spaces, the parking area is deemed sufficient for means of pedestrian movement within and around the parking area.

Visibility & Corner Splays

Given the nature of the neighbouring fence line at the interface of the subject site and 2 Turner Avenue Lara the ability to provide a corner visibility splay at the northern boundary of the site is limited. As such, a reduced crossover width of 4.0 metres does not serve to improve visibility of an exiting vehicle for oncoming traffic via Clement Lane. Furthermore, the possibility of recessing the parking area further into the property does not improve visibility given this fence line and rather further restricts a driver's sightline. With regard to the southern end of the proposed crossover it is recommended that clear or lower-level fencing be provided to provide adequate sightlines for an exiting vehicle to see traffic approach from Station Lake Road.

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With Clement Lane being one-way from its intersection with The Centreway to Harrier Lane, the wider crossover proposed of 6.20 metres also services to improve visibility for a driver who will see the wider opening on approach to the subject site. A similar condition to this can be seen at 4 Turner Avenue Lara whereby the wider crossover can be seen more easily for a vehicle approaching along Clement Lane from The Centreway.

As previously outlined in this letter, given the key engagement activity of garden work required for the purpose of the subject site the parking area must be located where it is currently proposed to provide sufficient space for these activities to occur and satisfy participant requirements. As a result, the possibility of redesigning the parking area proposed is deemed onerous in the context of this development.

With the one-way nature of Clement Lane and Harrier Lane restricting access from Station Lake Road is not permitted. The only expected traffic via Station Lake Road is expected to be to access the subject site or the car parking area of the local business Founders & Co across the road. As a result, the expected vehicle traffic passing the subject site's accessway is not expected to be high throughout the day and the visibility for safe entry and exit for a vehicle to and from the site is considered acceptable from a traffic engineering perspective.

Conclusion

In conclusion, there are no sufficient traffic or parking grounds that should preclude the issue of a planning permit with respect to the increased crossover width of 6.20 metres, the associated swept path analysis conducted and the overall parking layout and traffic conditions associated with the subject site. A redesign of the currently proposed parking area is deemed onerous in the context of the proposed use and operations that are required to be provided by the community centre to best serve its participants. Should there be any queries in relation to traffic items assessed within this letter that require response please contact the undersigned.

Kind regards,



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Bachelor Engineering Civil (Hons)
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0435 880 876



LOCATION PLAN
NTS @ A3 sheet



project	CHANGE OF USE - PLACE OF ASSEMBLY	
drawing	PA 01	LOCATION PLAN
address	75 STATION LAKE ROAD, LARA	
date	JULY 2026	
project number	26102	PA
po box 8008	rippleside vic 3215 † 1300 438 877 info@theplanningprofessionals.com.au abn 65 689 101 979	
revision	date	
RFI	13.07.26	
RFI	28.07.26	
notes	do not scale off the drawings. refer to written dimensions only. verify all site measurements, levels & features prior to commencement. notify this office if any discrepancies.	

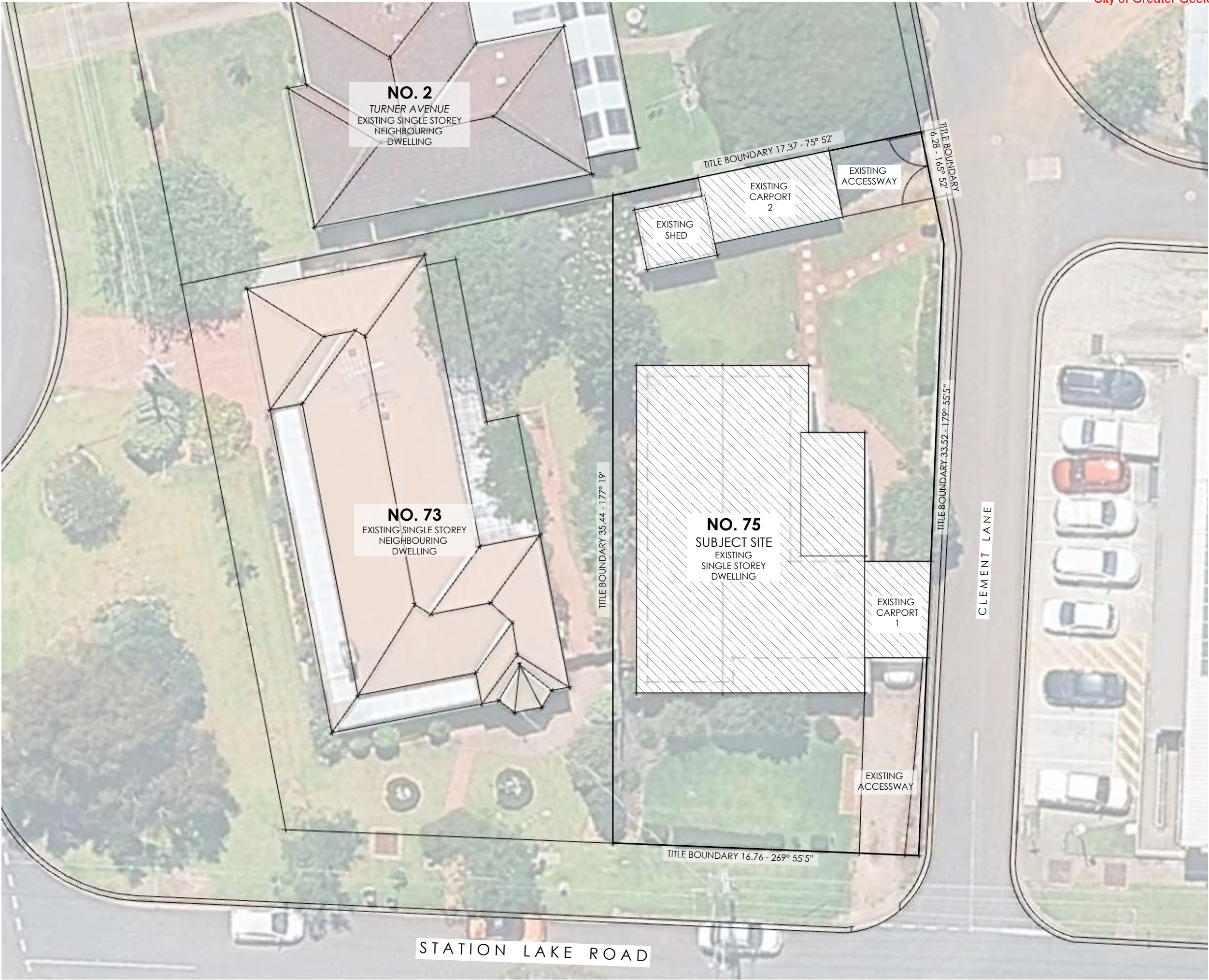


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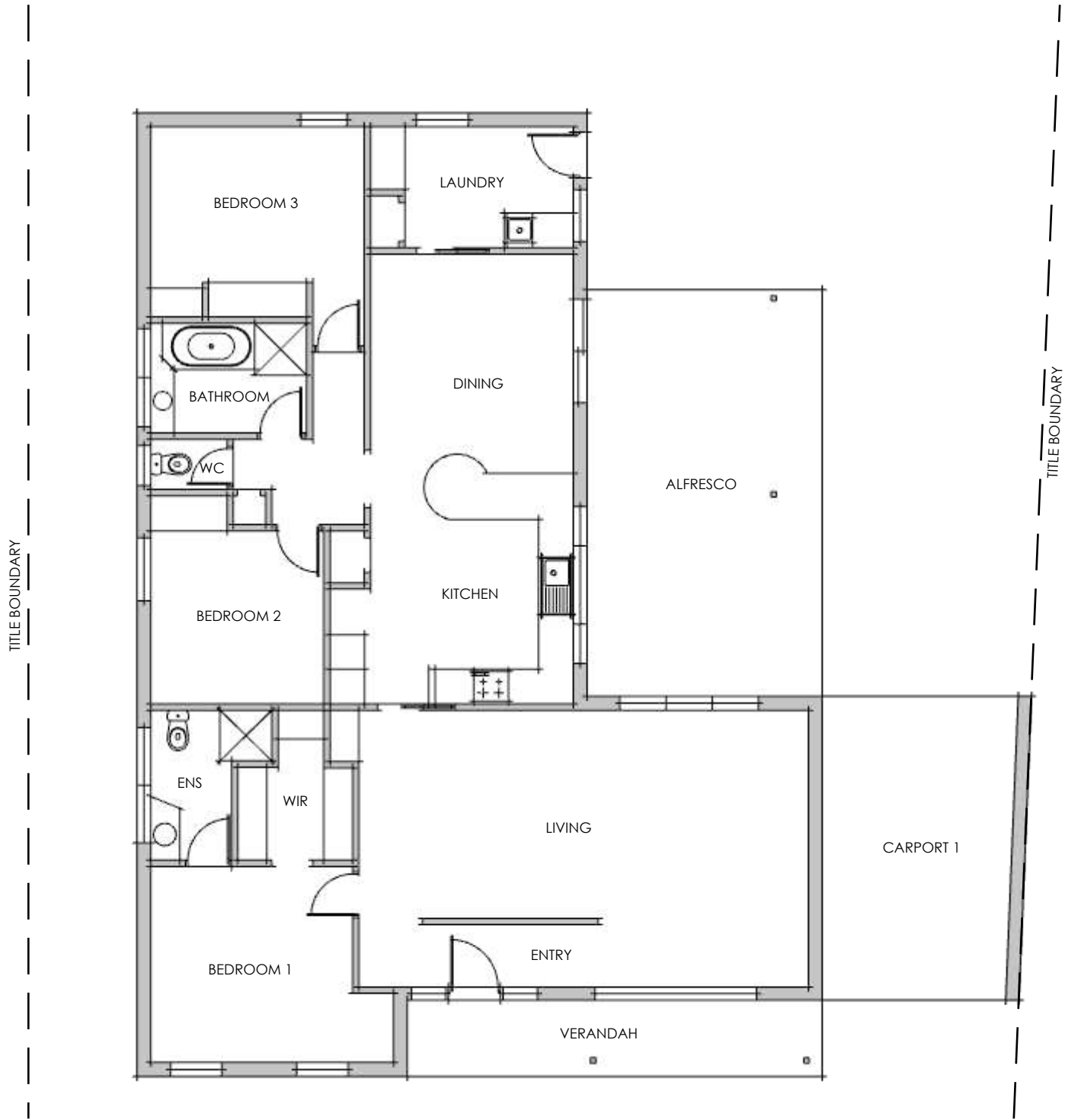


project	CHANGE OF USE - PLACE OF ASSEMBLY	
drawing	PA 02	EXISTING SITE PLAN
address	75 STATION LAKE ROAD, LARA	
date	JULY 2026	
project number	26102	PA
po box 8008	rippleside vic 3215 † 1300 438 877 info@theplanningprofessionals.com.au abn 65 689 101 979	

revision	date
RFI	13.07.26
RFI	28.07.26
notes	

do not scale off the drawings.
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project	CHANGE OF USE - PLACE OF ASSEMBLY	
drawing	PA 03	EXISTING FLOOR PLAN
address	75 STATION LAKE ROAD, LARA	
date	JULY 2026	
project number	26102	PA
po box 8008	rippleside vic 3215	† 1300 438 877
	info@theplanningprofessionals.com.au	
	abn 65 689 101 979	

revision	date
RFI	13.07.26
RFI	28.07.26
notes	

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AREAS

SITE	657 m2	
DWELLING 1 - EXISTING	- 148.00m²	
- VERANDAH	- 10.00m²	
- ALFRESCO	- 29.00m²	
CARPORT 1 - EXISTING	- 27.00m²	
TOTAL	- 214.00 m²	
SHED - EXISTING	- 11.00m²	
CARPORT 2 - EXISTING	- 19.00m²	
TOTAL EXISTING BUILDING AREA	- 244.00 m2	

RFI 28.07.26
- EXISTING FRONT INFORMAL CROSSOVER REMOVED & GRASS NATURESTRIP REINSTATED
- CARPARKING POSITIONS ALTERED AS PER DFC ENGINEERINGS RECOMMENDATIONS
- EXISTING SHED TO BE SECURE BIKE STORAGE
- FOOTPATH PROPOSED FROM CARPARKING TO BUILDING



project CHANGE OF USE - PLACE OF ASSEMBLY

drawing PA 04 PROPOSED SITE PLAN

address 75 STATION LAKE ROAD, LARA

date JULY 2026

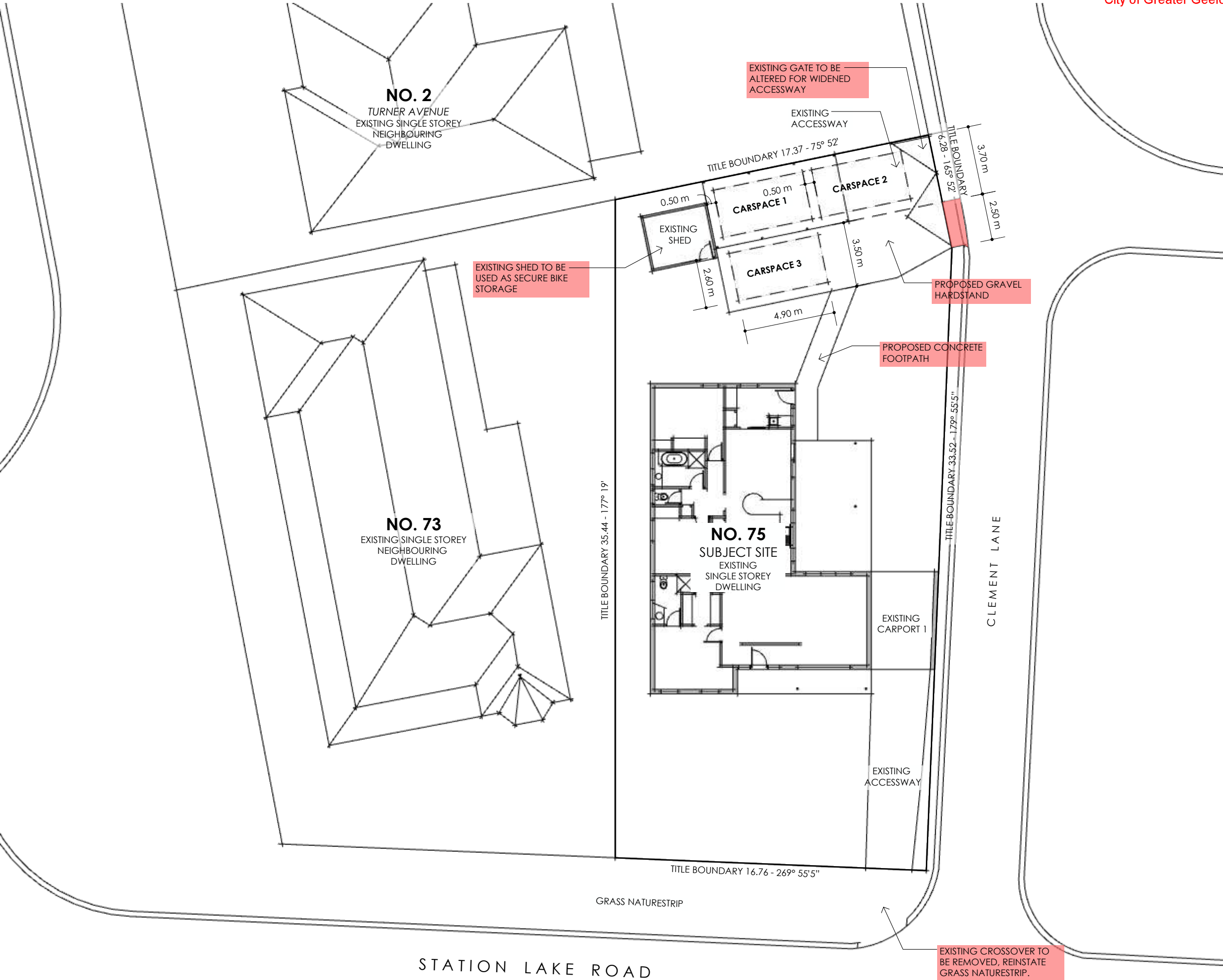
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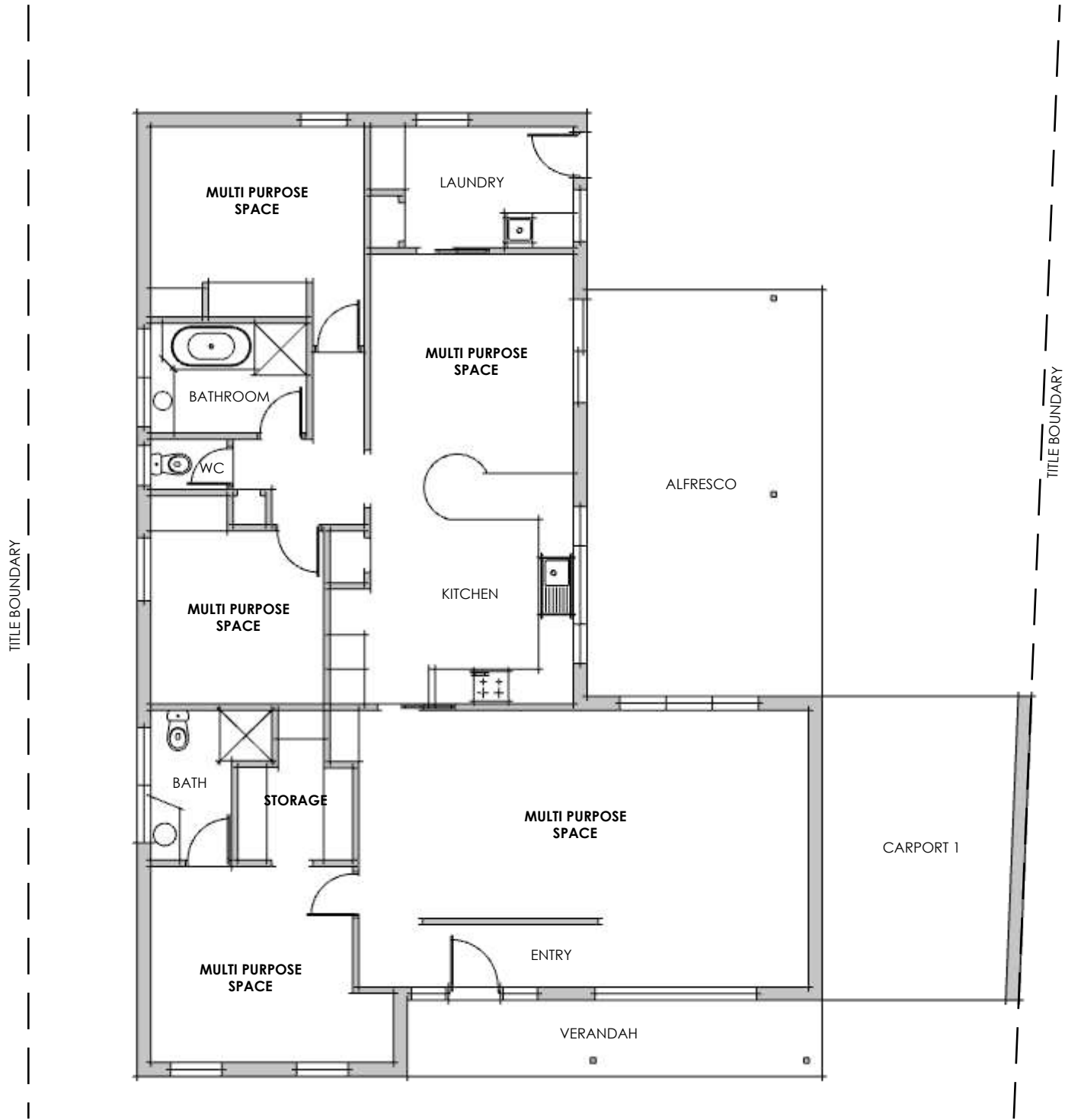
po box 8008 rippleside vic 3215
† 1300 438 877
info@theplanningprofessionals.com.au
abn 65 689 101 979

revision	date
RFI	13.07.26
RFI	28.07.26

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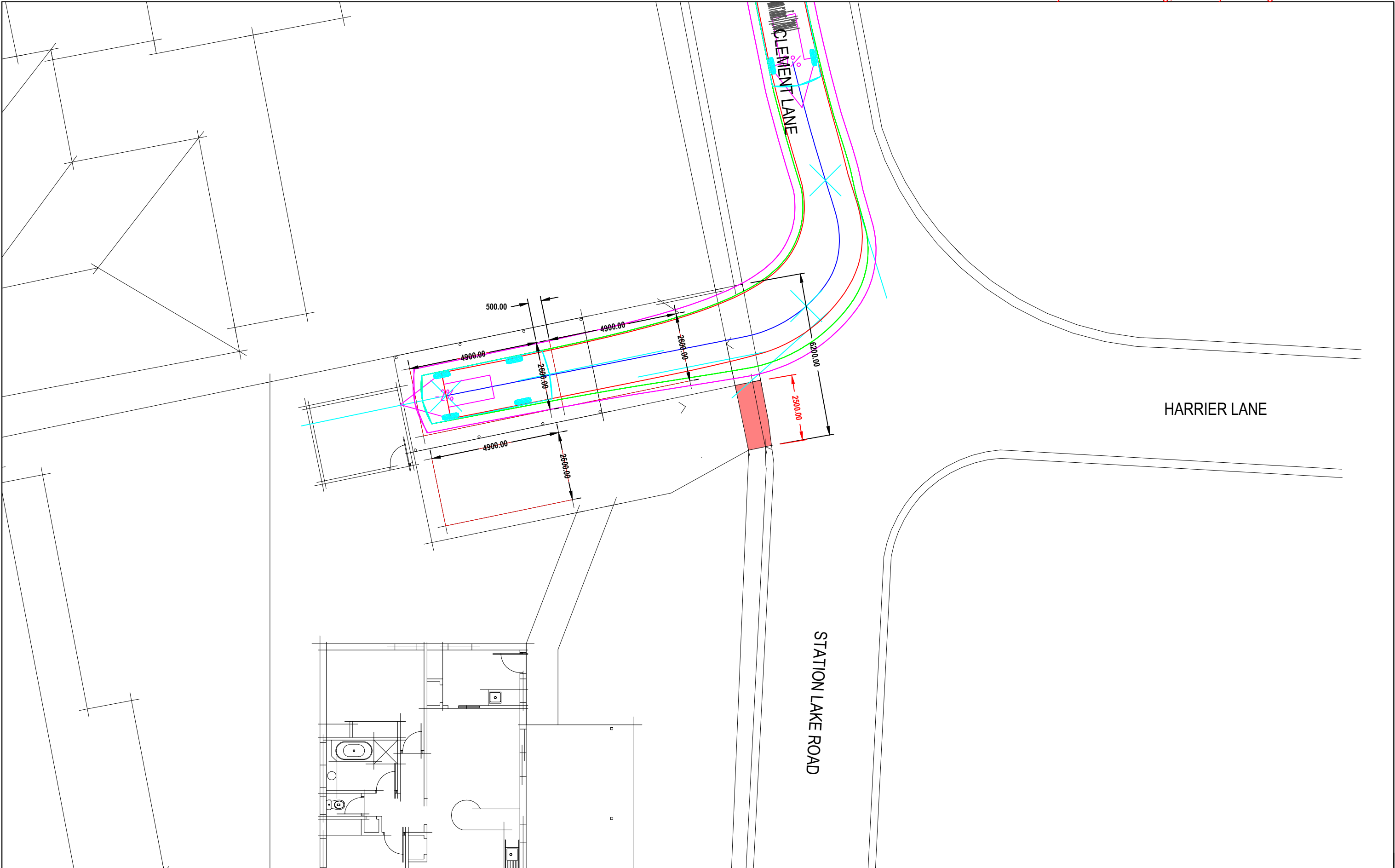


project	CHANGE OF USE - PLACE OF ASSEMBLY	
drawing	PA 05	FLOOR PLAN
address	75 STATION LAKE ROAD, LARA	
date	JULY 2026	
project number	26102	PA
po box 8008	rippleside vic 3215	
	† 1300 438 877	
	info@theplanningprofessionals.com.au	
	abn 65 689 101 979	

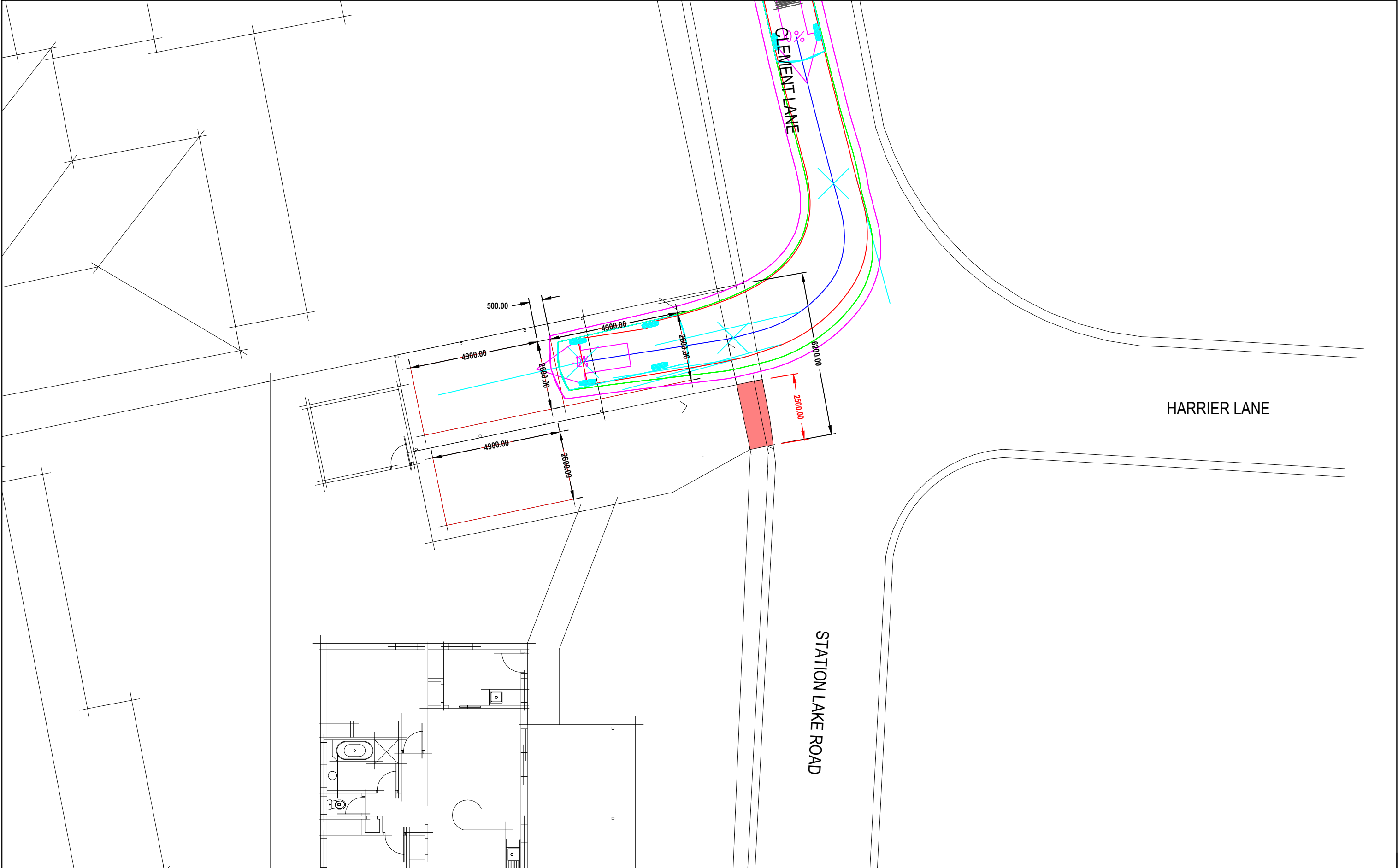
revision	date
RFI	13.07.26
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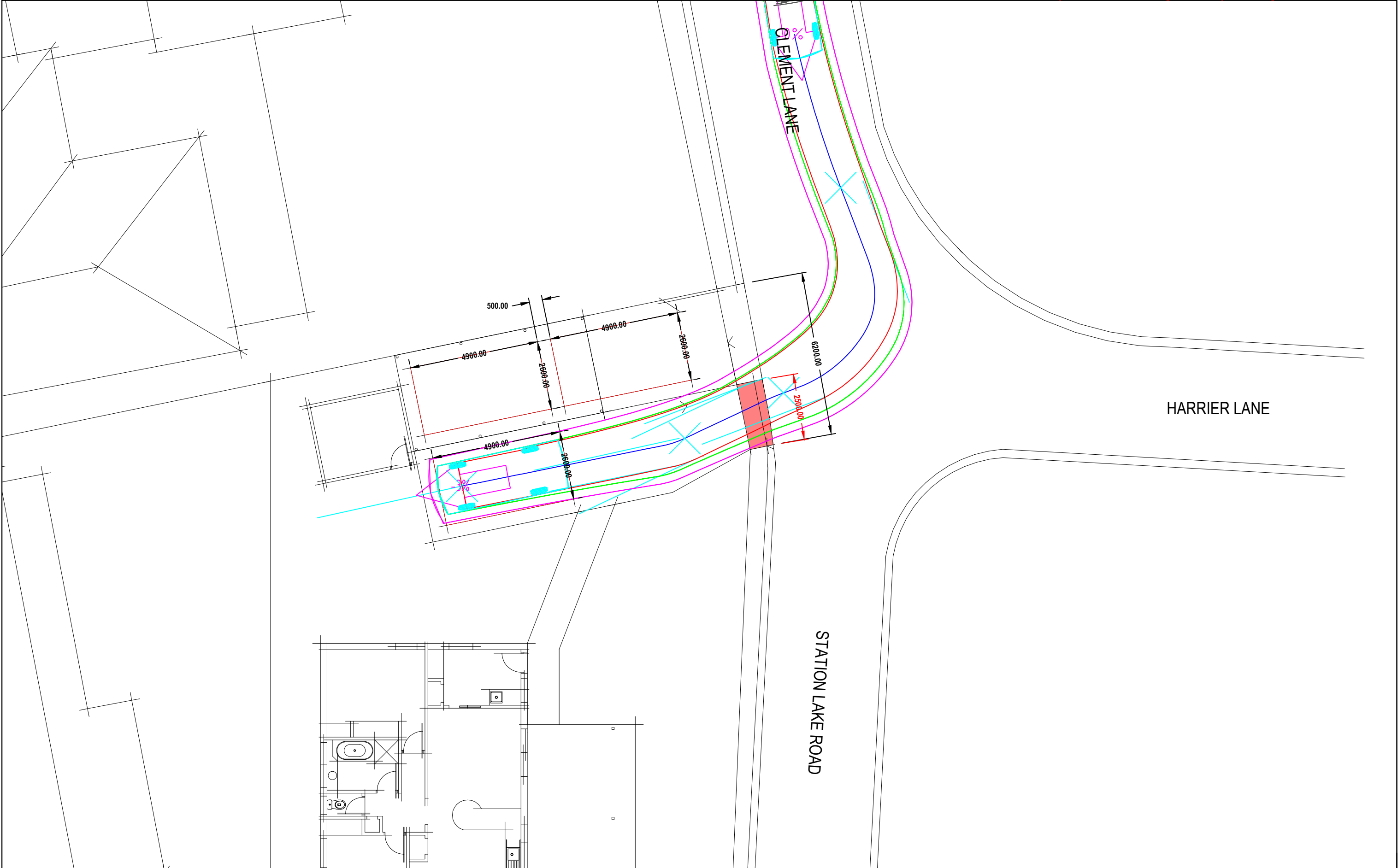
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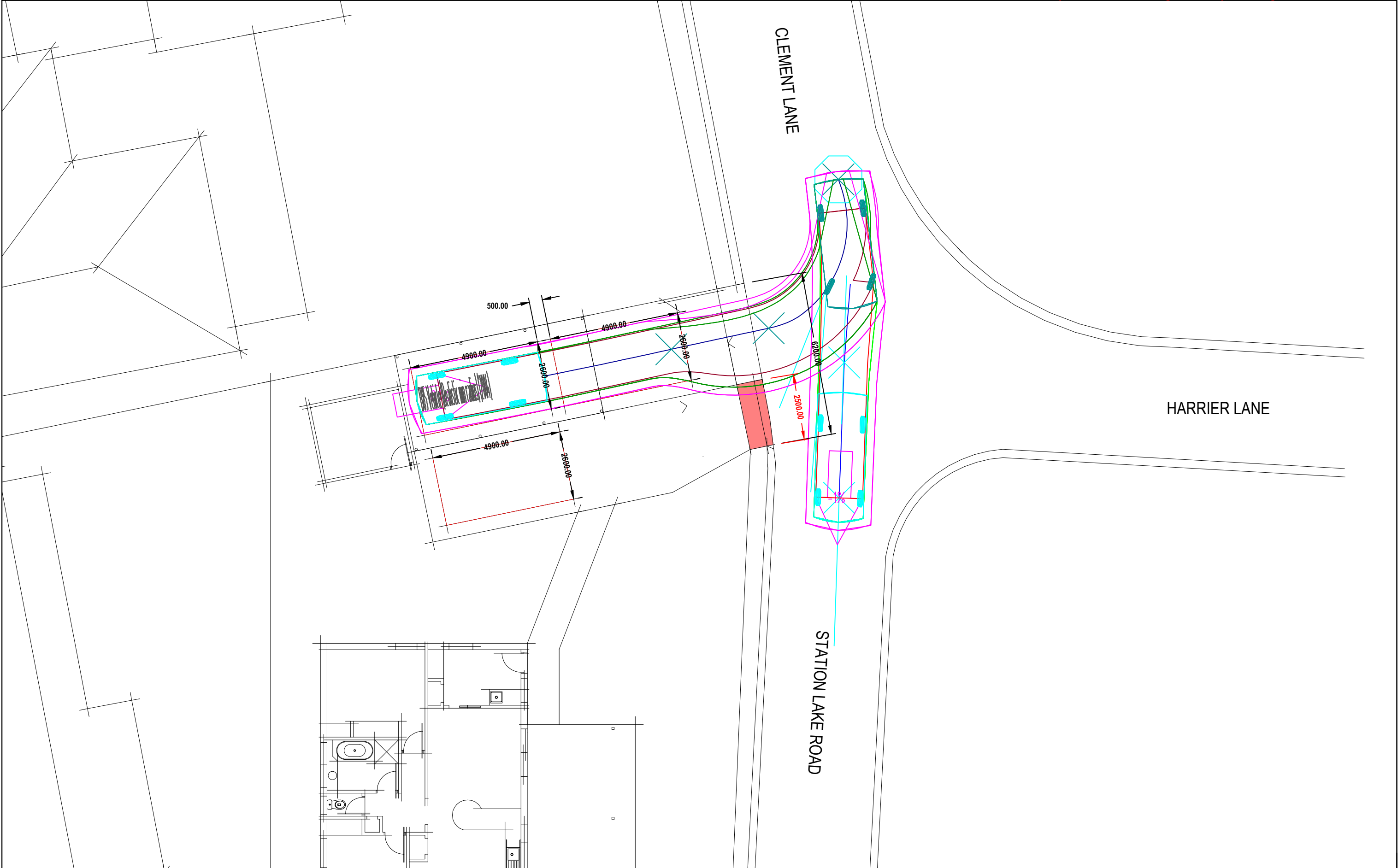
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R1	03/08/2026	SWEPTPATHS		Vehicle Overhang			TITLE: SPACE 1 - ENTRY				CHECKED: D.CHILA		DATE: 03/08/2026		SCALE:1:20				
R2				Vehicle Overhang + 300mm Clearance											SHEET 1 OF 6				
R3				Vehicle Chasis + Wheel Track			STATUS: DESIGN		DRAWING NO: 26.42-0001						REV: R1			SIZE: A3	
				Vehicle Centreline															



REV	DATE	DESCRIPTION	LEGEND				75 STATION LAKE ROAD LARA				DRAWN: D.CHILA		DATE: 03/08/2026		MELWAYS REF: XXXX		DFC ENGINEERING	
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R2				Vehicle Overhang + 300mm Clearance											SHEET 2 OF 6			
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				Vehicle Centreline														

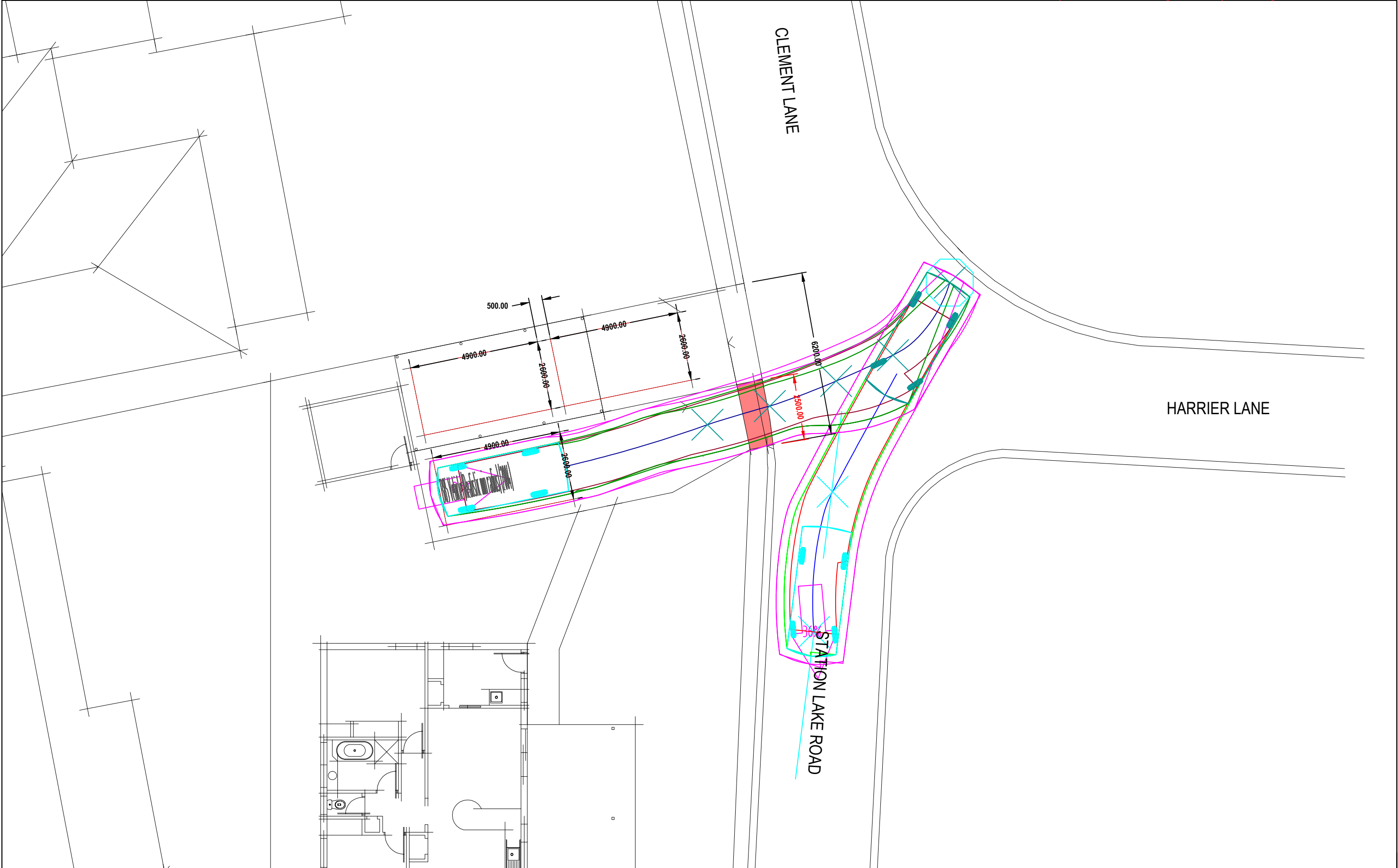


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R3				Vehicle Chasis + Wheel Track			STATUS: DESIGN		DRAWING NO: 26.42-0003	REV: R1			SIZE: A3	
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				Vehicle Centreline										

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R3				Vehicle Chasis + Wheel Track													
				Vehicle Centreline			STATUS: DESIGN		DRAWING NO: 26.42-0005		REV: R1	SIZE: A3					



REV	DATE	DESCRIPTION	LEGEND				75 STATION LAKE ROAD LARA				DRAWN: D.CHILA	DATE: 03/08/2026	MELWAYS REF: XXXX	DFC ENGINEERING
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R2				Vehicle Overhang + 300mm Clearance									STATUS: DESIGN	
R3				Vehicle Chasis + Wheel Track										
				Vehicle Centreline										