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TRAFFIC IMPACT ASSESSMENT

PROPOSED VASEY RSL CARE DEVELOPMENT (STAGE 1)

MCCLELLAND STREET, OVEREND COURT AND NEILSON SQUARE, BELL PARK

20 MARCH 2026

MCCLELLAND STREET, OVEREND COURT AND NEILSON SQUARE,
BELL PARK

CLIENT: Vasey RSL Care Ltd

OBT JOB NUMBER: 28400

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VERSION	DATE	ISSUE	PREPARED BY	REVIEWED BY
28400 TIAR	9 December 2025	Draft	Urmila Karki	Matt Harridge
28400 TIAR -01	17 December 2025	Final	Urmila Karki	Matt Harridge
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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

The site, which is zoned General Residential Zone – Schedule 1 (GRZ1), is irregular in shape with a frontage of 67 metres to McClelland Street comprising an area of approximately 1,755 square metres. The site is currently used as Individual Living Units.

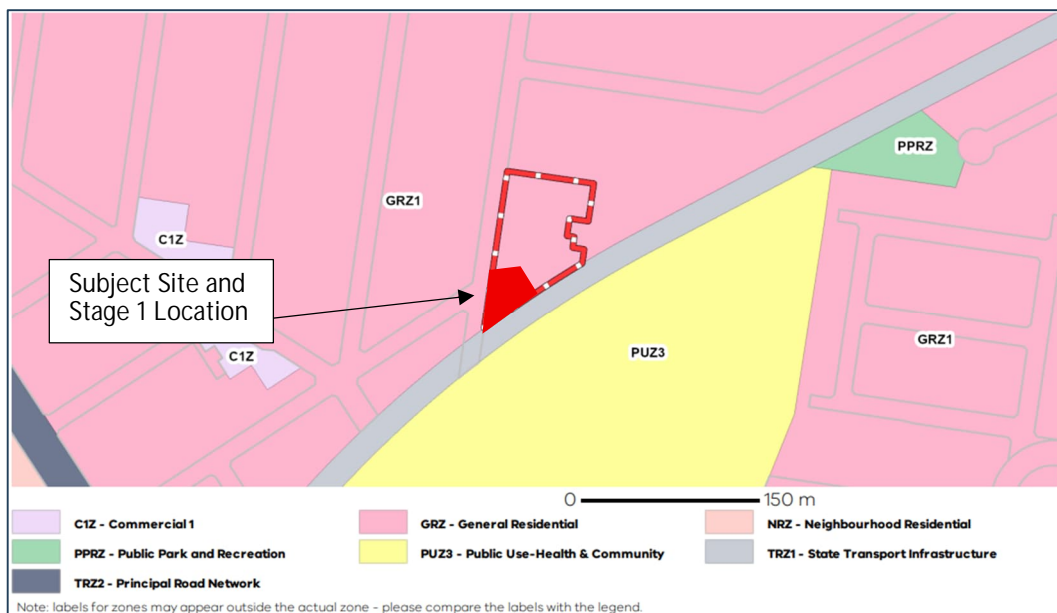
2.2 SURROUNDING LAND USE

The subject site sits within a well-established residential area. Tom McKean Linear Trail is located to the south of the site.

A zoning map of the site and its surrounding area is as shown in **Figure 3**.

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SOURCE: VICPLAN

FIGURE 3: ZONING MAP

2.3 ROAD NETWORK

McClelland Street north of Jasmine Street is classified as “Secondary Distributor” under the care and management of City of Greater Geelong. It runs in north-south orientation and provides a pavement width of approximately 7.6 metres providing for two-way traffic movement.

McClelland Street extends for a short distance south of Jasmine Street that provides access to property (including the subject site).

Views of McClelland Street in the vicinity of the existing (and proposed) access for the subject site are as shown in **Figure 4** and **Figure 5**.

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FIGURE 4: MCCLELLAND STREET, FACING SOUTH (SUBJECT SITE TO THE LEFT OF THE IMAGE)



FIGURE 5: MCCLELLAND STREET, FACING NORTH (SUBJECT SITE TO THE RIGHT OF THE IMAGE)

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2.4 SUSTAINABLE TRANSPORT

2.4.1 Public Transport

The nearest bus stop is at RSL Nelson Square Village/McClelland St, approximately 75m walking distance to north of the Stage 1 location, where Bus Route 22 (Geelong Station - North Shore Station) and 24 (Geelong Station - North Geelong Station) operates.

North Geelong Railway Station is within 2.5km to the southeast of the site, where V/Line services to Geelong (and Melbourne) operate.

2.4.2 Bicycle Network

A shared path is available along Tom McKean Linear Trail, which is just south of the site.

2.5 AVAILABILITY OF PARKING IN THE LOCALITY

O'Brien Traffic prepared an inventory of on-street parking in McClelland Street and Jasmine Street within 200m walking distance, which revealed a total of 18 spaces. Of these, 11 car spaces are unrestricted kerbside parking spaces, 6 car spaces are subject to a 2P restriction, and 1 space directly opposite Stage 1 has a 2P (9am – 5:30pm, Mon-Fri) restriction.

During a spot parking survey on Thursday 13 November 2025 around 4pm, there was only one car parked along McClelland Street resulting in **17 vacant spaces**.

Parking occupancy surveys of the McClelland Street and Jasmine Street within 200m walking distance using historical aerial photography was also undertaken over different days and times as indicated in **Table 1** and **Figure 6**.

DATE & DAY	TIME	TOTAL AVAILABLE SPACES	OCCUPIED PARKING SPACES	VACANT PARKING SPACES
Sunday (2 Nov 2025)	9:30 AM	18	4	14
Monday (11 Aug 2025)	12:56 PM – 1:11 PM	18	3	15
Sunday (17 Aug 2025)	10:38 AM – 10:54 AM	18	2	16
Wednesday (12 Feb 2025)	3:34 AM	18	2	16
Friday (20 Dec 2024)	9:47 AM	18	2	16
Saturday (12 Oct 2024)	2:52 PM	18	1	17
Wednesday (4 Sep 2024)	2:16 PM	18	0	18

Tuesday (23 July 2024)	12:24 PM – 12:39 PM	18	1	17
Tuesday (23 April 2024)	2:39 PM	18	2	16
Sunday (4 Feb 2024)	12:19 PM	18	0	18

TABLE 1: PARKING OCCUPANCY DATA

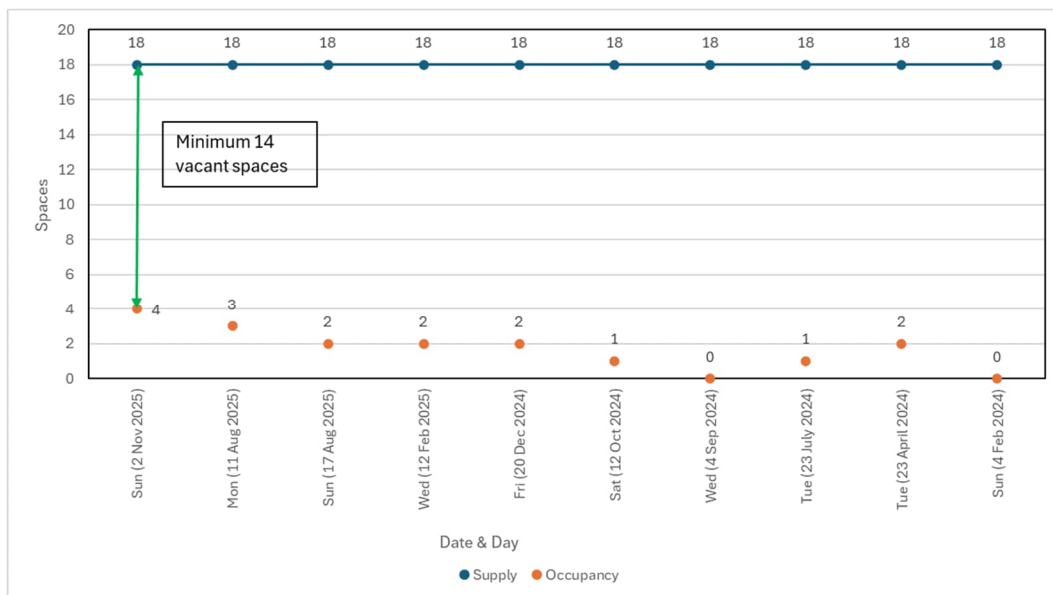


FIGURE 6: PARKING OCCUPANCY GRAPHICAL REPRESENTATION

The peak parking demand occurred on Sunday 2nd November 2025 around 9:30 AM with a minimum of **14 vacant spaces** available.

The analysis indicates that there is typically available parking in McClelland Street and Jasmine Street.

3 THE PROPOSAL

Within the Stage 1 area, it is proposed to demolish the existing buildings and construct a 2-storey building which has 10 new Independent Living Units for ex-servicemen / women (veterans).

A total of 11 car parking spaces are proposed on-site (10 resident spaces and 1 visitor space).

Vehicle access would be in a similar location to the existing crossover (south of Jasmine Street) and would be widened to 6.2m.

The project is to be considered under the Development Facilitation Program.

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4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Under the Development Facilitation Program, parking requirements applicable to the proposed development are specified in Clause 53.23-2 of the Planning Scheme.

Car parking spaces should meet the following standard:

A minimum 0.6 car parking spaces should be provided to each dwelling. Car parking spaces may be covered or uncovered. If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number greater than 1. Car parking for other land uses in the proposed development must be to the satisfaction of the responsible authority.

The Planning Scheme parking requirement for the proposal is shown in **Table 2**.

USE	SIZE	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Dwelling (resident)	10 x 1-bedroom	0.6 spaces per dwelling	6 resident spaces
TOTAL			6 SPACES

TABLE 2: PLANNING SCHEME CAR PARKING REQUIREMENT

On this basis, the proposed development has a Planning Scheme car parking requirement of 6 spaces.

As it is proposed to provide 11 car parking spaces. The proposal exceeds the Planning Scheme Car Parking requirement.

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5 CAR PARK ACCESS AND LAYOUT

The proposed car park access and layout were assessed against the relevant requirements of the Greater Geelong Planning Scheme and Australian Standards. The following comments are provided:

- Vehicle access to the subject site is proposed via a 6.2m wide crossover to McClelland Street. This width exceeds the requirements of Design Standard 1 of the Planning Scheme.
- All car spaces are dimensioned 4.9m long and 2.6m wide accessed via 6.4m wide accessway, which meets the Planning Scheme requirement.
- Parallel car spaces are dimensioned 6.7m long and 2.3m wide accessed via a 6.4m wide accessway, which meets/exceeds the Planning Scheme requirement.
- The accessible space is 2.4m wide and 5.4m long, designed in accordance with the requirements specified in AS/NZS 2890.6:2022, including the provision of a 2.4m wide shared area.

- Swept path analysis in **Appendix A** indicates that critical car spaces can be conveniently accessed, with all able to enter and exit the site in a forward direction in accordance with Design Standard 1 of Clause 52.06-9 of the Planning Scheme. A correctional movement is required for some movements; however, this is expressly permitted under AS2890.1-2004 for residential parking spaces.
- It is recommended to annotate a pedestrian visibility splay on the southern side of the access point in accordance with Design Standard 1 of Clause 52.06-9 of the Planning Scheme (notwithstanding no obstructions appear to be proposed in these areas).
- If the site is developed in future stages, a new link road would be constructed along the southern boundary to connect with Overend Court. Spaces 10 and 11 are currently located where the link road would continue (to enable suitable access for the spaces in Stage 1). If the link road is constructed, Spaces 10 and 11 would be relocated to the southern boundary and provided as parallel parking as shown below. The dimensions of the parallel parking under this arrangement would meet / exceed the requirements of AS2890.1-2004.



Based on the above assessment, the proposed car park access and layout meet the relevant requirements and are therefore satisfactory.

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6 BICYCLE FACILITIES

Bicycle parking requirements applicable to the proposed development are specified in Clause 52.34 of the Planning Scheme.

Table 3 shows the relevant bicycle parking requirements for the proposal:

USE	SIZE	PLANNING SCHEME BICYCLE PARKING RATE		BICYCLE PARKING REQUIREMENT	
		EMPLOYEE / RESIDENT	CUSTOMER / VISITOR	EMPLOYEE / RESIDENT	CUSTOMER / VISITOR
Dwelling	10 dwellings	In developments of 4 or more storeys, 1 space to each 5 dwellings	In developments of 4 or more storeys, 1 space to each 10 dwellings	0 space	0 space
TOTAL				0 SPACE	0 SPACE

TABLE 3: PLANNING SCHEME BICYCLE PARKING REQUIREMENT

The proposed development does not trigger the bicycle parking requirements.

Notwithstanding this, it is proposed to provide 4 secure bicycle parking spaces for the proposal.

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7 TRAFFIC GENERATION AND IMPACT

7.1 TRAFFIC GENERATION

The proposed dwelling development will be similar to retirement village dwellings. Our experience is that these dwelling types have a lower traffic generation.

Surveys undertaken at several retirement villages by O'Brien Traffic has found that independent living units generate around 3 trips per dwelling per day, with a peak hour generation of about 0.4 trips per dwelling. Based on the proposed 10 dwellings, this equates to 30 trips per day and 4 trips in the peak hour.

It should be noted that the peak hour of the development will not coincide with the morning and afternoon on-road peak hour traffic. The morning peak hour for retirement villages tends to be later than the typical 7-9am morning peak and the afternoon peak hour tends to be earlier than the typical 4-6pm peak.

Should the link road on the southern boundary be extended (as noted in Section 5), this will provide access to parking associated with an additional accommodation building. At this stage, this building may provide an additional 18 dwellings which would result in an additional 54 vehicles per day and 7 trips in the peak hour.

7.2 TRAFFIC IMPACT

The short section of McClelland Street in the vicinity of the proposed access point for the site has only one other property access which would be expected to generate up to 10 vehicles per day.

Based on Clause 56.06-8 of the Planning Scheme, the dimensions of the short section of McClelland Street indicates that it could cater for a target volume of 2,000 – 3,000 vehicles per day. It is clear that the addition of 30 trips associated with Stage 1 of the development (and potentially a further 54 trips associated with Stage 2) would therefore be readily absorbed,

Vehicles exiting McClelland Street on Jasmine Street / McClelland Road are provided with good sight distance.

This level of traffic would have no significant adverse impact on the operation and safety of McClelland Street or the surrounding road network.

8 CONCLUSION

Based on the considerations outlined above, it is concluded that:

- The proposed development has a Planning Scheme car parking requirement of 6 spaces.
- As it is proposed to provide 11 on-site car parking spaces, the proposal exceeds the Planning Scheme car parking requirement;
- The proposed car park access and layout complies with the Planning Scheme and relevant Australian Standard requirements.
- The proposal does not trigger a Planning Scheme bicycle parking requirement. Notwithstanding this, four secure bicycle parking spaces will be provided as part of the proposal.
- The level of additional traffic expected to be generated by the proposed development is anticipated to be readily absorbed by McClelland Street and the surrounding road network.

We therefore find no parking or traffic related grounds to prevent the proposed development proceeding.

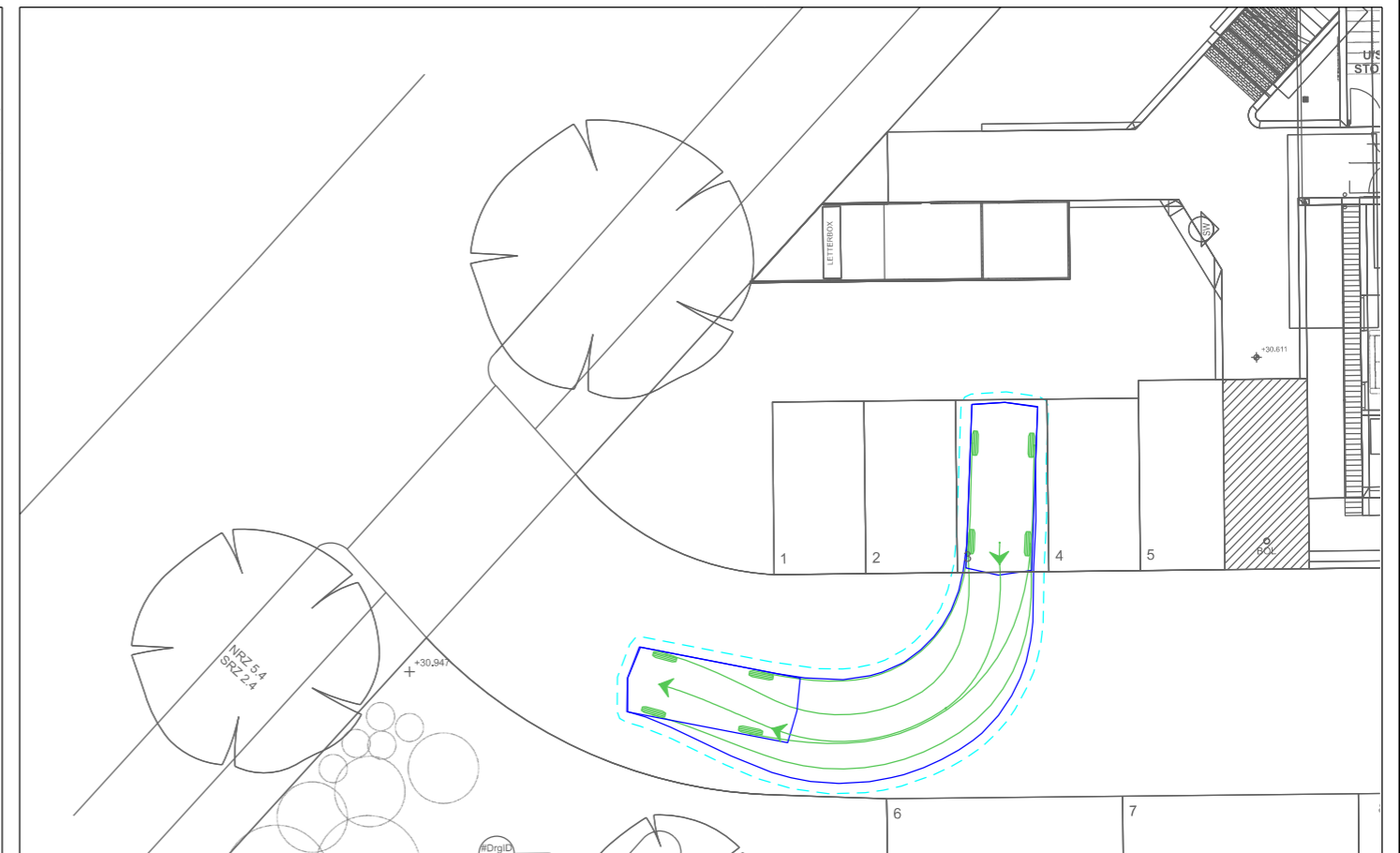
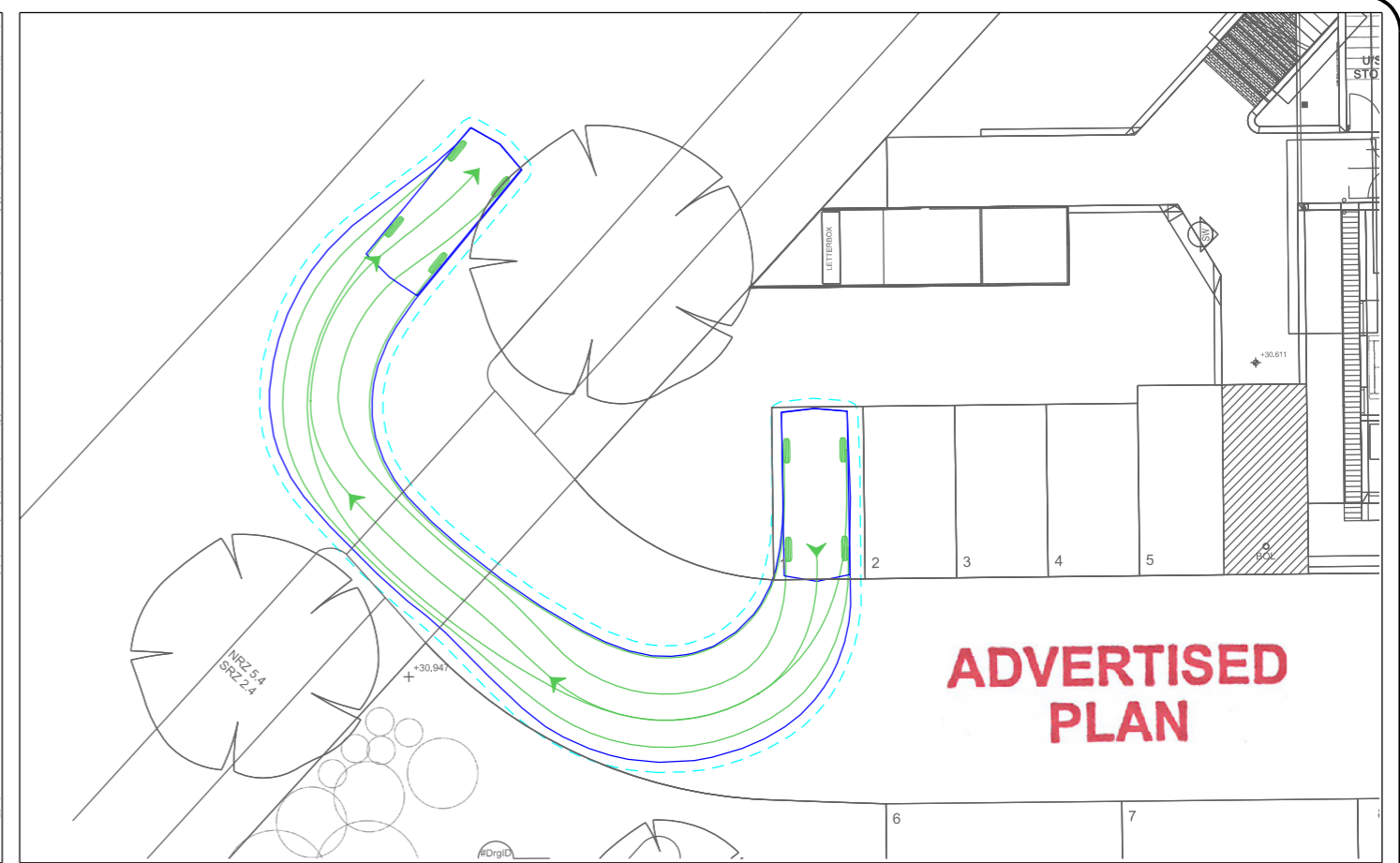
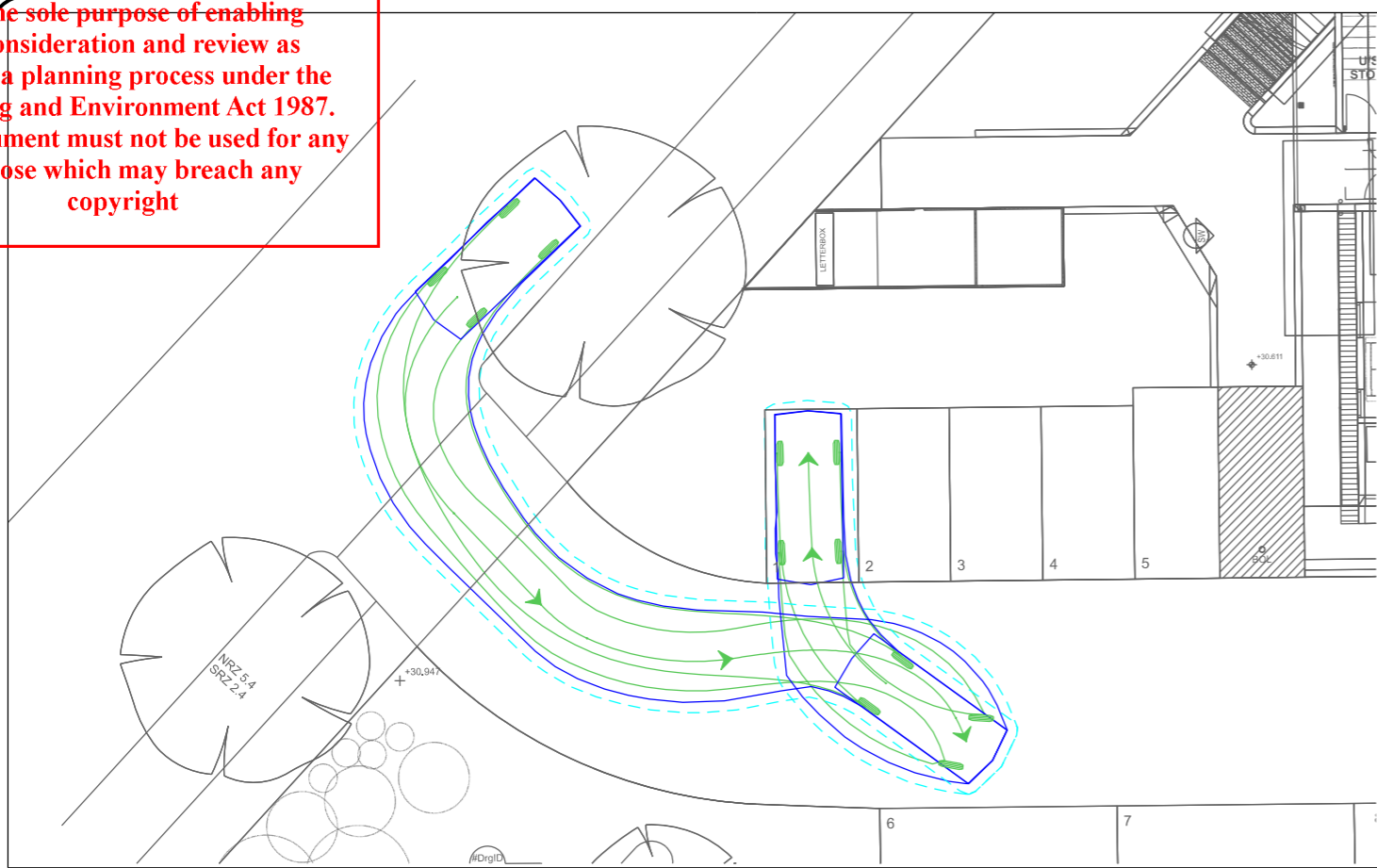
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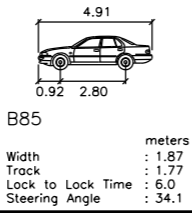
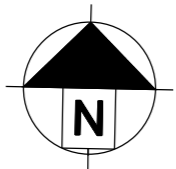
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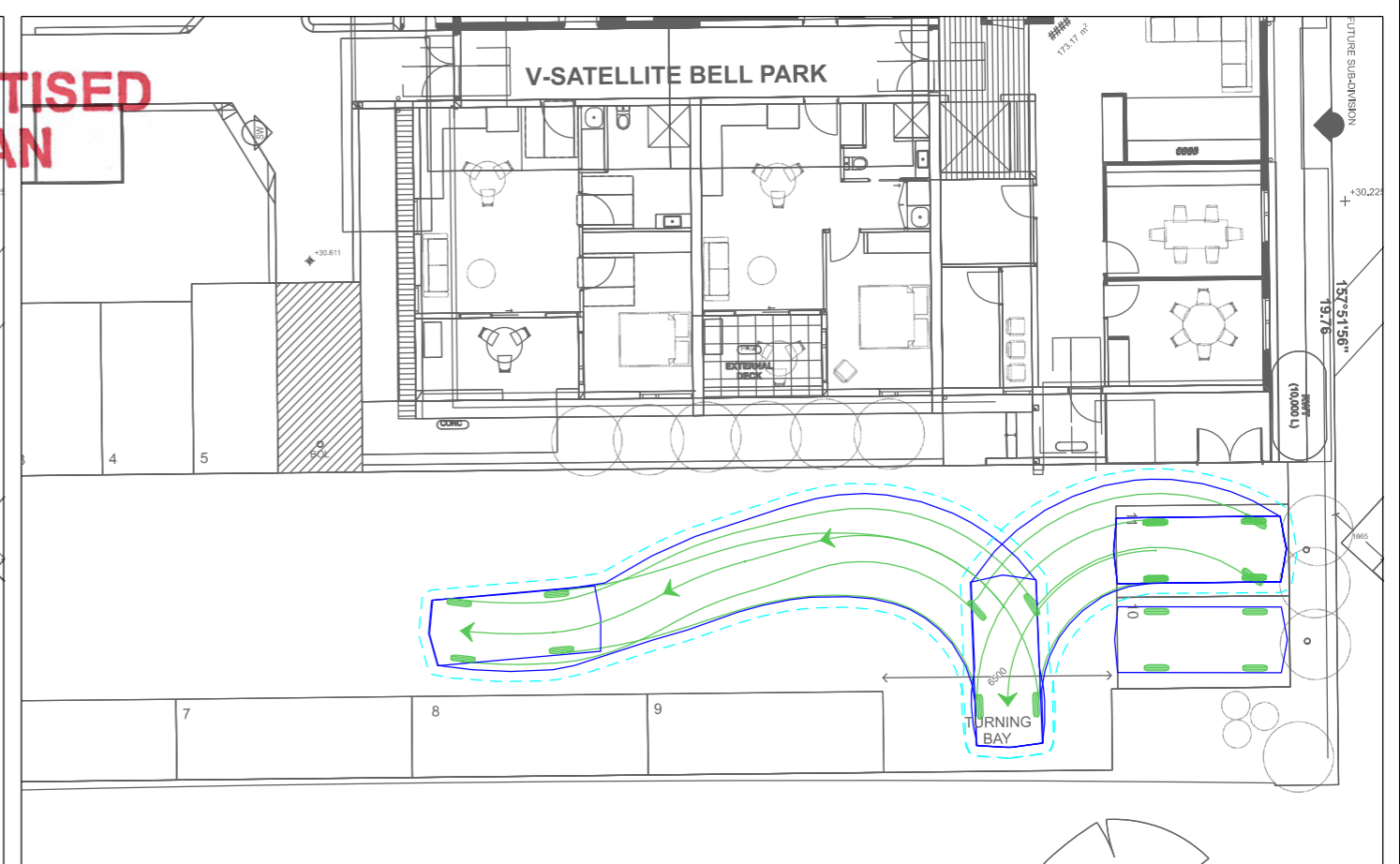
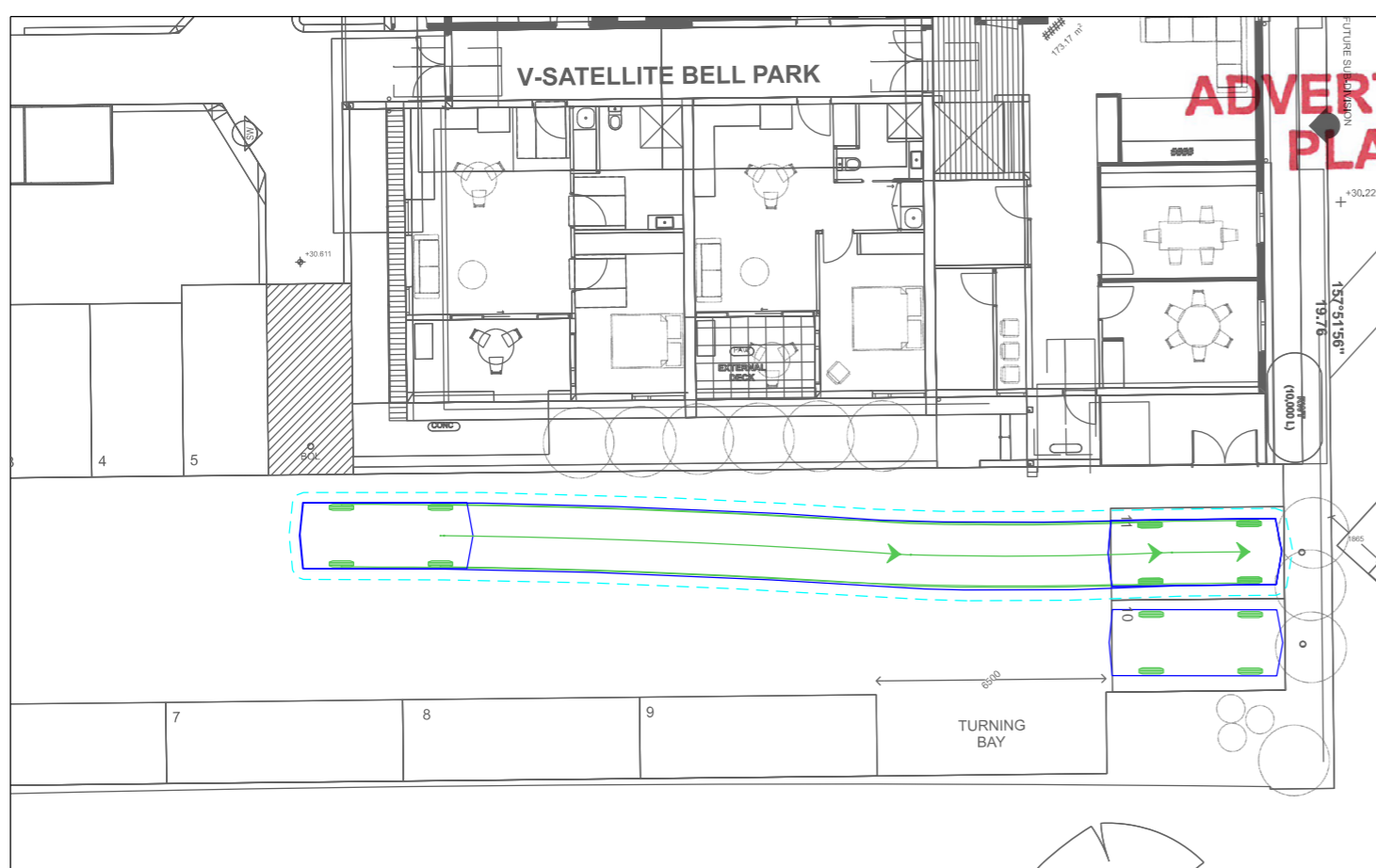
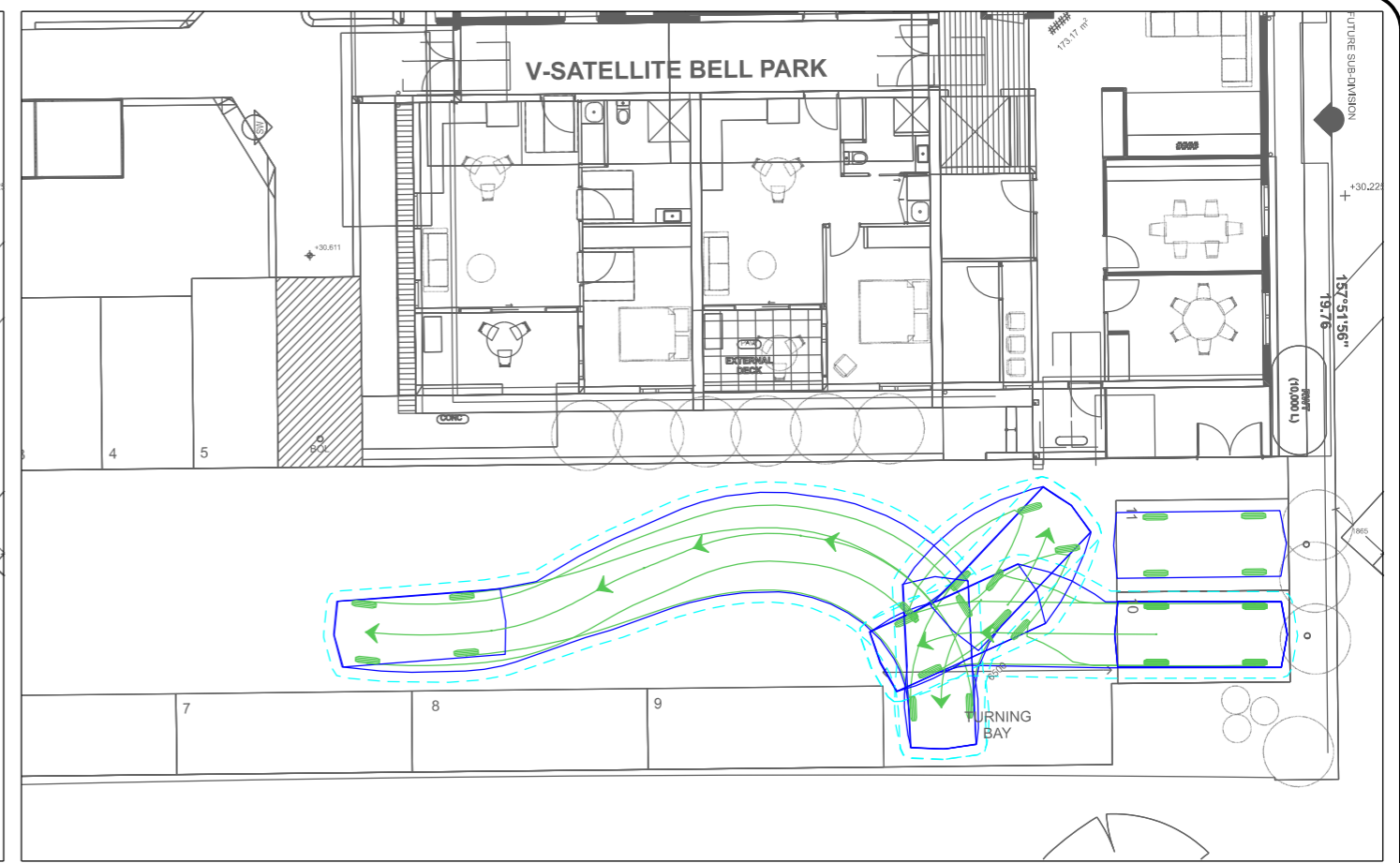
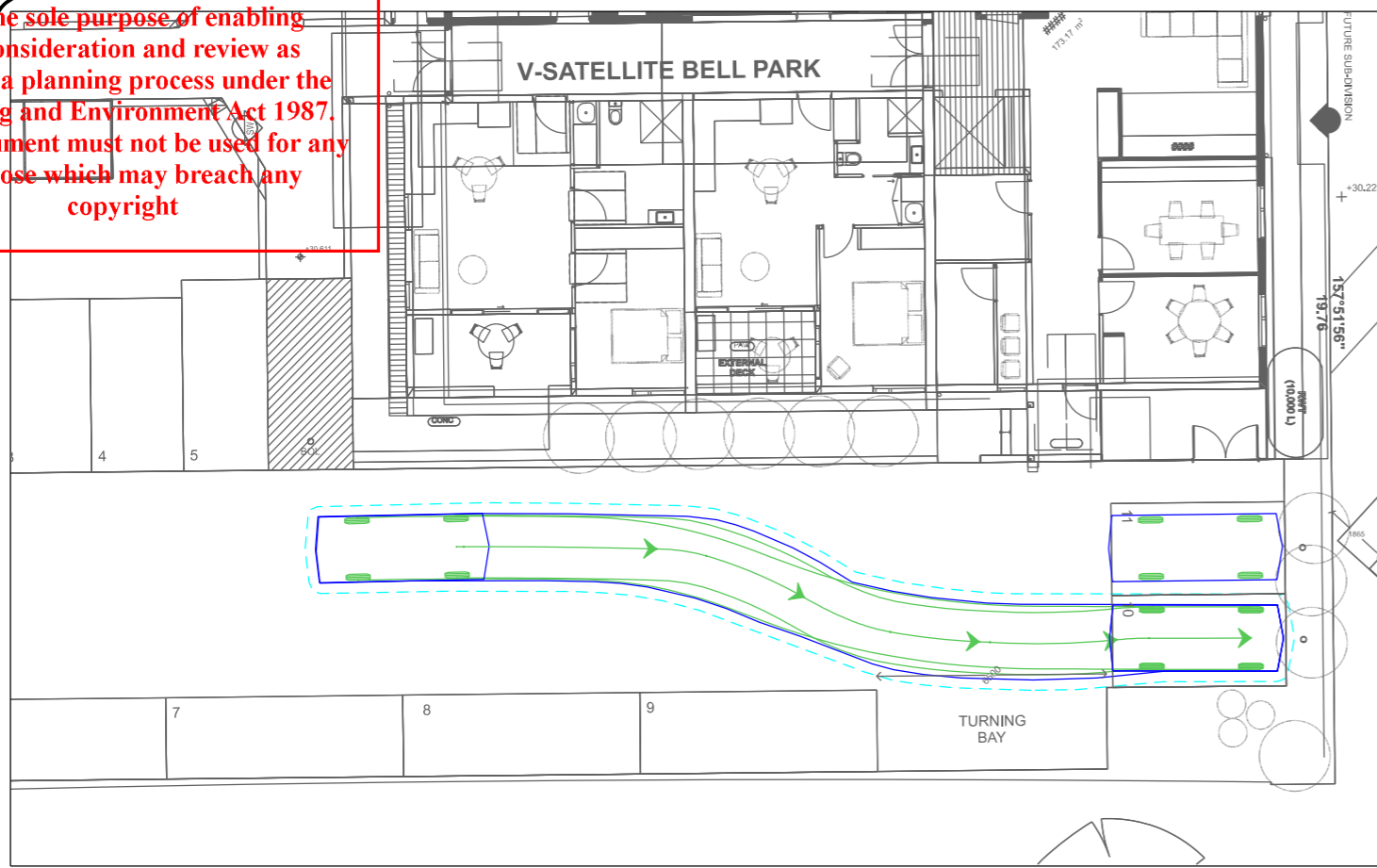
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 1:200 @ A3 08/12/2025
 DWG NO: 28400003

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

• Traffic Planning • Transport Planning
 • Traffic Engineering • Road Safety

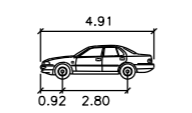
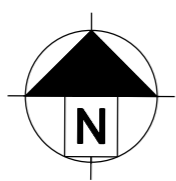
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B85
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 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1

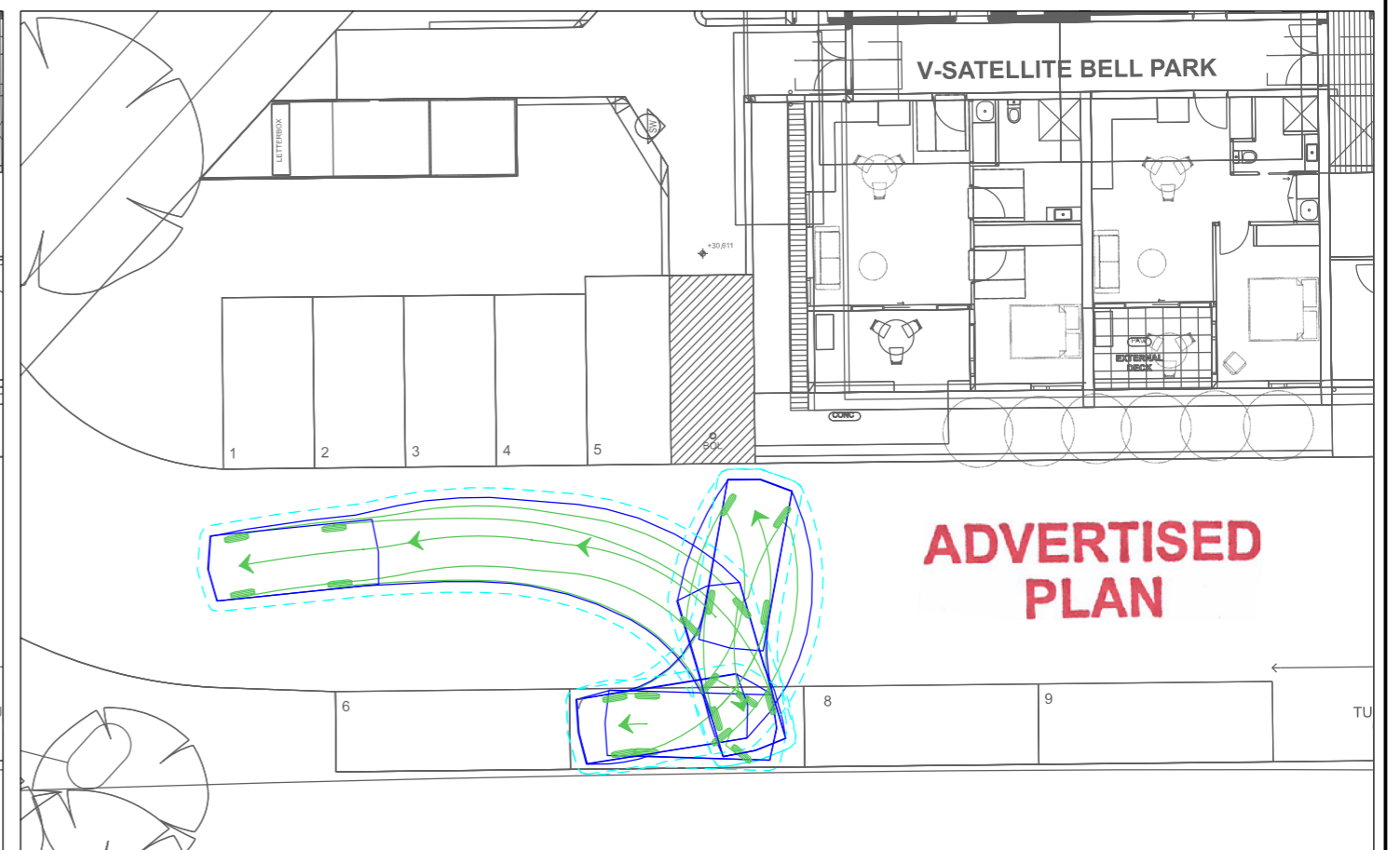
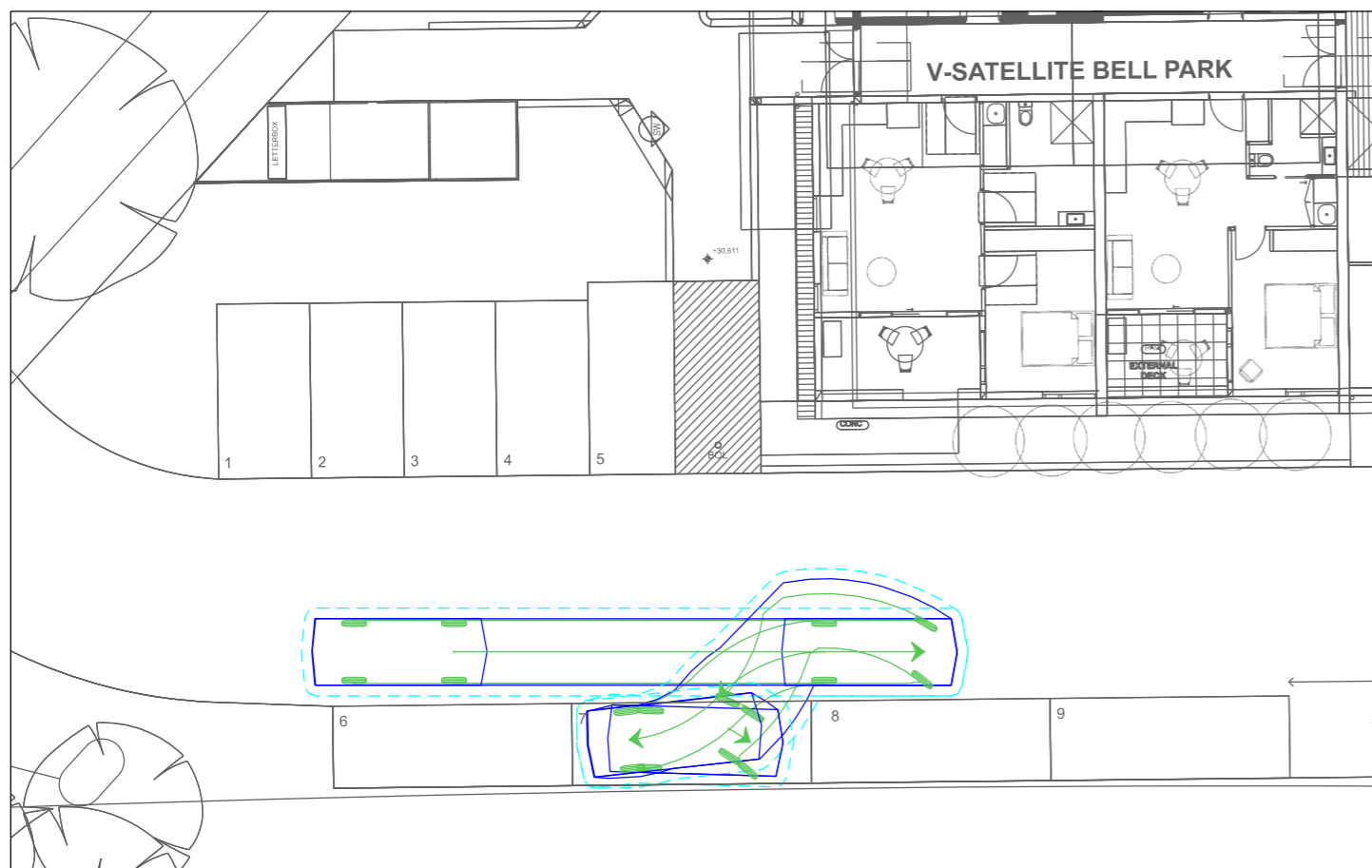
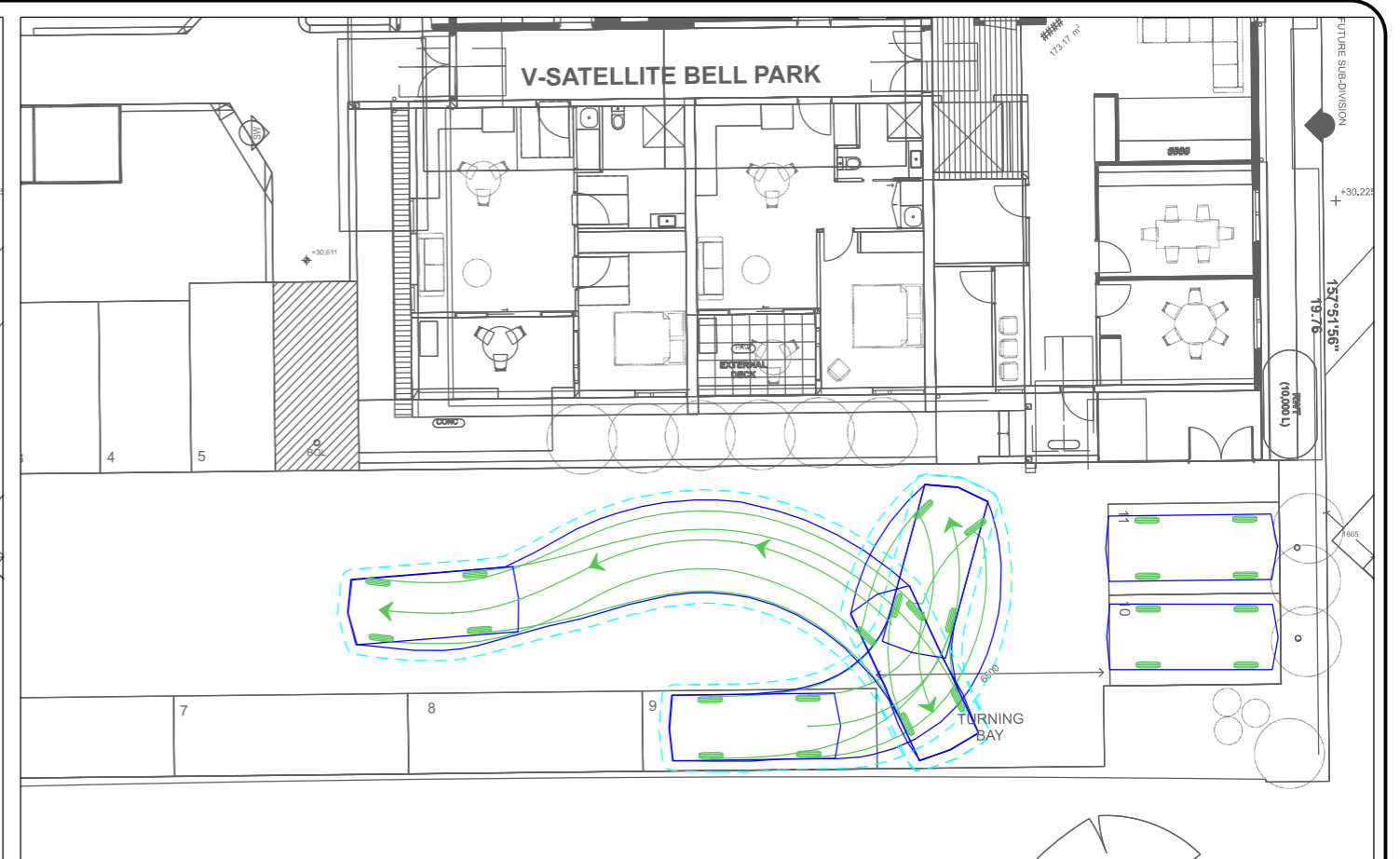
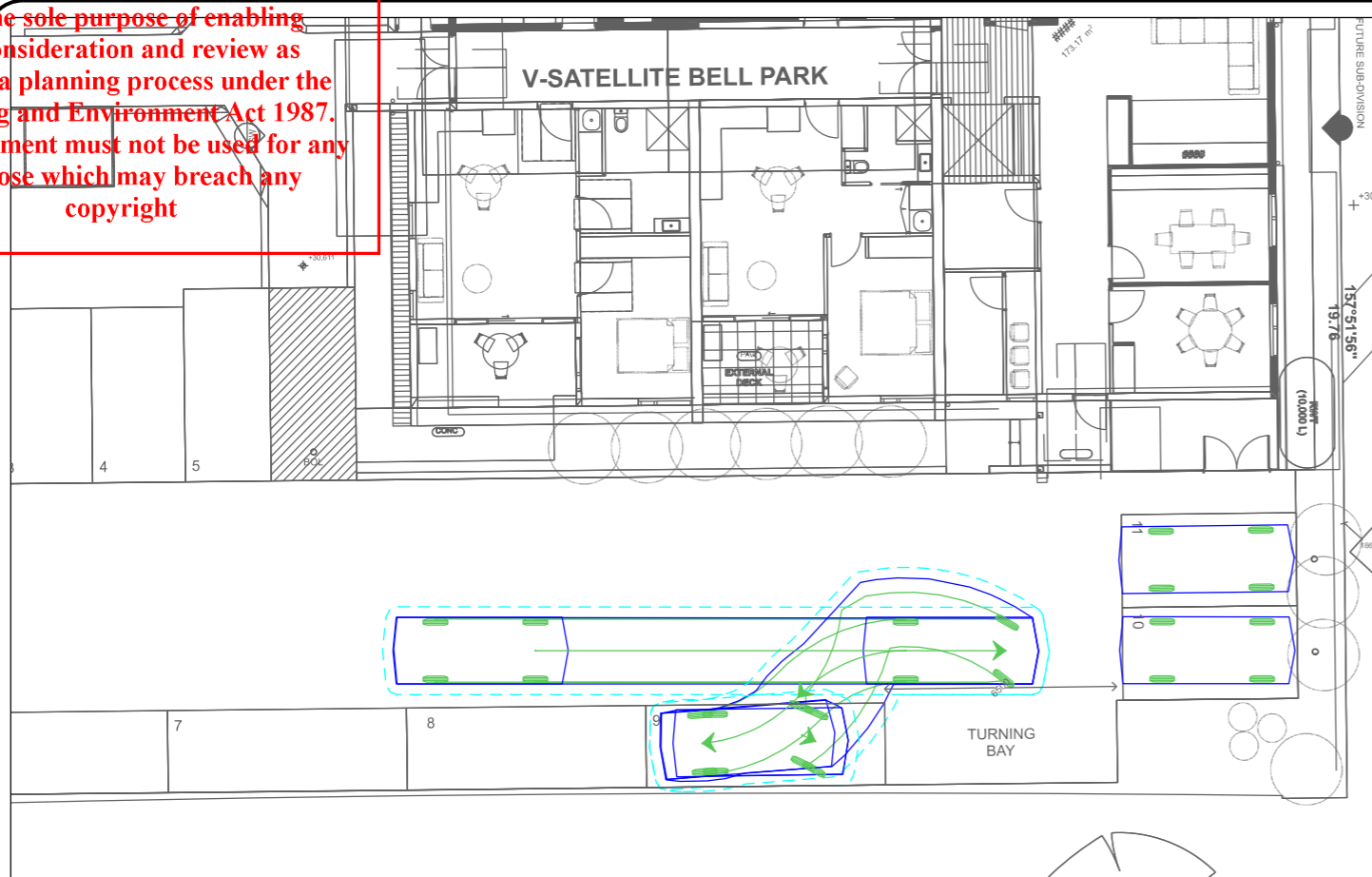
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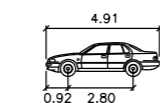
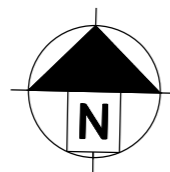
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 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1

B85
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