

13 May 2021

The Planning Professionals

Via email: tchakir@theplanningprofessionals.com.au

Attention: Tufan Chakir

127-133 Torquay Road, Grovedale

Transport Impact Assessment

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Dear Tufan,

onemilegrid has been previously requested by The Planning Professionals to assist with a response to a Request for Further Information provided by Department of Transport (DoT) in response to a change of use application at the abovementioned property.

The application (Council Ref: PP-121-2020, DoT Ref: PPR 34617/20), which sought to amend the permitted use of the site from Place of Assembly to an Education Centre was ultimately approved in February 2021.

A number of permit conditions were imposed relating to traffic and parking matters, produced below:

1. *Prior to the use commencing, amended plans ... must be submitted ... generally in accordance with the advertised plans, received 19 November 2020, but modified to show:*

- a) *The removal of the southern Torquay Road vehicle crossing as required by VicRoads condition 15a of this permit;*
- b) *Any changes to the carpark/landscaping area adjacent to the removed vehicle crossing;*
- c) *A Traffic and Pedestrian management plan as required by VicRoads Condition 15b of this permit;*
- d) *The site plan to show the staff and parent car parking allocations and pick up/drop off areas in accordance with the traffic and pedestrian management plan as required by VicRoads Condition 15b of this permit;*
- f) *A 'no exit' sign placed in a suitable position on the site that is visible to drivers that there is no vehicle egress from the Grove Road entry access;*
- g) *A minimum of 6 bicycle spaces for the students and 1 bicycle space for staff designed in accordance with Clause 52.34-5 (Required Bicycle Facilities).*
- h) *Nominate locations for bus egress/ingress and drop off/pickup points on the site.*

8. *Prior to the use commencing, the developer must:*

- a) *Remove the southern Torquay Road vehicular crossing with kerb and channel and the footpath/nature strip area reinstated to match existing construction in the street, to the satisfaction of the Responsible Authority.*
- b) *Construct any changes to the car park including accessways, shown on the endorsed plans, resulting from the removal of the vehicle crossing in Torquay Road. Alterations*

to the car park/accessway are to be surfaced with an all-weather sealed coat, drained and line-marked in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

15. Prior to the commencement of use, the following must be carried out to the satisfaction of and at no cost to the Head, Transport for Victoria and Responsible Authority:

a) The southern Torquay Road crossover must be removed and reinstated with kerb, channel and landscaping to match surroundings.

b) A traffic and pedestrian management plan must be submitted to and approved by the Responsible Authority, detailing the following:

i. Provision of school staff before, during and after school periods to:

1. Prevent the hindrance of traffic flow and non-compliance with traffic rules.

2. Prevent parking in undesignated areas.

3. Ensure that all children and parents utilise formal, controlled crossing facilities to the south of the site when crossing Torquay Road.

ii. Allocation of staff and parent parking on-site to ensure that parking for each user group remains consistent in its location and availability to assist with wayfinding.

iii. Specifying the location of all pick-up/drop-off activity and identifying (as appropriate specific spaces for accommodating pick-up/drop-off activity, pick-up/drop-off (including private school buses) will be prohibited from occurring on Torquay Road

iv. Methodology for communication of traffic and pedestrian management policy to parents (e.g newsletter, pamphlets, enrolment information pack).

v. Providing information to parents and students on alternative means to access the site such as bike routes and public transport.

It is now proposed to amend the permit to allow use of the site as a Secondary School land use, and make minor modifications to the plans to better meet the operator needs.

The following report has been prepared to address the above permit conditions, and support the proposed change of use application.

Existing Conditions

Site Location

The subject site is located on the north-western corner of the intersection between Grove Road and Torquay Road (Surf Coast Highway) as shown in Figure 1 below.

Figure 1 Site Location



Copyright Nearmap

The site has historically been occupied by the Lyndon Grove Reception Centre and an associated residence, though it is understood neither are currently in use.

The site is provided a number of vehicular accesses, including a crossover to a garage associated with the residence and a separate ingress on Grove Road, and an angled ingress and separate left-in/left-out crossover on Torquay Road.

Road Network

Torquay Road is an arterial road aligned generally north-south between Settlement Road in the north and the Great Ocean Road in the south.

At the frontage of the site it provides two traffic lanes and a line marked shoulder and parking lane in each direction, separated by a narrow median, with central turn lanes providing access to side roads. A bus stop and associated Bus Zone restrictions apply along the site frontage.

The intersection of Torquay Road and Grove Road is fully-directional, permitting movements from all directions.

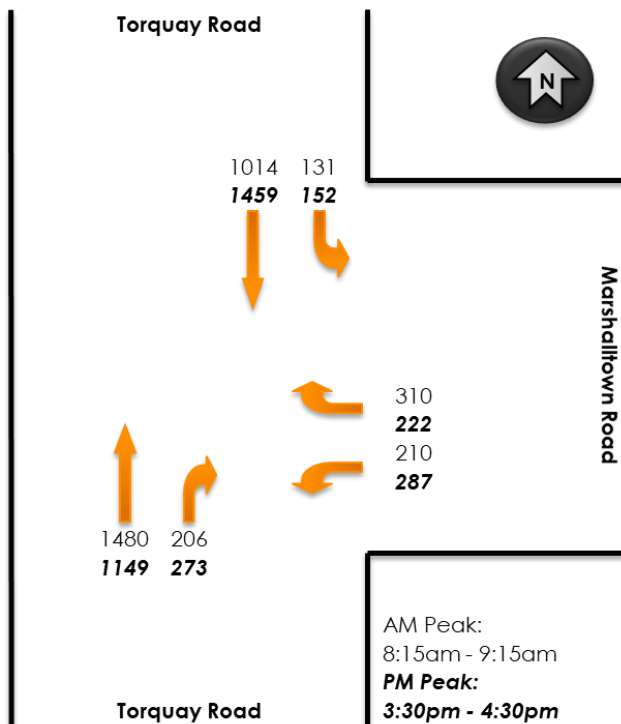
Traffic Volumes

In order to establish existing traffic conditions in the site's vicinity, **onemilegrid** has sourced SCATS traffic volume data from the signalised intersection of Torquay Road and Marshalltown Road located approximately 230 metres south of the site.

Traffic data was sourced from Wednesday 25th November 2020, and validated against data from previous years to eliminate any potential sources of error attributable to latent impacts of COVID-19.

The peak-hour results of the survey are shown in Figure 2 below.

Figure 2 Traffic Volume Data - Wednesday 25th November 2020



The above data suggests that Torquay Road carries approximately 29,500 vehicles per day north of Marshalltown Road, with a northbound bias in the AM peak, and a southbound bias during the PM peak.

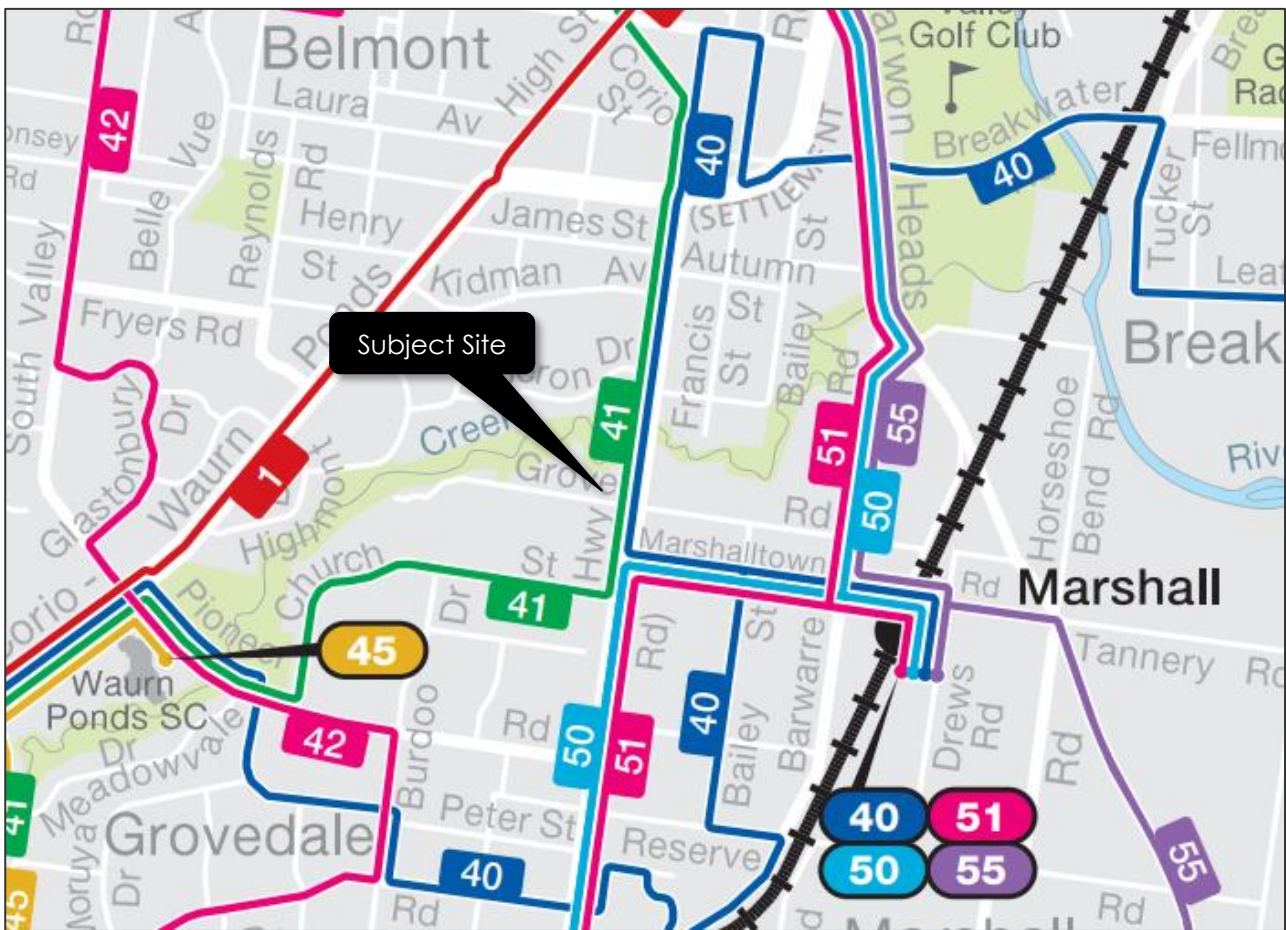
Sustainable Transport

The site has fair access to sustainable transport modes, with bus routes 40 and 41 accessible from the site frontage, linking to Deakin University, Waurn Ponds Shopping Centre, and Central Geelong. The public transport map is shown in Figure 3 below.

Cycling facilities are limited to informal connections along Torquay Road, and off-road connections along the creek corridor to the north.

Pedestrian crossing facilities across Torquay Road are limited to those provided at south side of the Marshalltown Road signalised intersection approximately 250 metres to the south of the site, and at an uncontrolled median crossing approximately 280 metres to the north.

Figure 3 Public Transport Map



Crash Statistics

Crash history information for the areas surrounding the site was obtained through the Department of Transport (VicRoads) CrashStats (the Victorian accident statistics and mapping program) for the latest available 5-year period (2013 – 2018 inclusive).

Three crashes have been recorded, all at the Grove Road / Torquay Road intersection including:

- A collision with a fixed object off the carriageway resulting in an injury
- A right-through collision resulting in a serious injury
- A cross-traffic vehicle collision resulting in an injury

Development Proposal

It is proposed to amend the permitted use of the site to allow operation of a Secondary School, operated Edmund Rice Education Australia. The use will cater for students who are better suited for non-mainstream education, and focuses on more hands-on and vocational style learning.

The facility will cater for up to 140 enrolled students, not all of which will be on-site at once. The use will require 27 staff (some of which operate off-site) and will be staffed Monday-Friday from 8:00AM-4:00PM.

Development plans detail retention of the existing buildings and some minor internal modifications, and the construction of two portable classrooms in the south-western corner of the site.

The existing accesses to the external road network are to be retained without modification, with the exception of the centrally located ingress to Torquay Road that will be removed and reinstated with kerb and channel.

A total of 32 parking spaces are to be provided for the use, including 23 spaces allocated for staff use, two spaces within the existing garage, and a further seven spaces (including one accessible spaces) for parent pick-up/drop-off.

We have been advised that the school will operate three 12-seat mini-bus service to transport some students to and from the site. Pick-up/drop-off and drop off for the mini-bus will occur from the existing accessway that runs along the eastern side of the building.

Internal Design

The internal car parking spaces and accessways are to remain as per the existing arrangement, which provides dimensions in general accordance with the Clause 52.06 Planning Scheme requirements and Australian Standard for Off-street parking for people with disabilities. These will provide for safe and convenient access to all parking spaces.

A turn around bay is to be provided at the dead-end aisle to ensure that all vehicles may still exit in a forwards direction, even if all car spaces are full.

Bicycle Parking

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Greater Geelong Planning Scheme, which specifies the following provision requirements.

Table 1 Clause 52.34 – Bicycle Parking Requirements

<i>Component</i>	<i>No/Area</i>	<i>Requirement</i>	<i>Total</i>
Education Centre	27 staff	1 space per 20 employees	1
	140 students	1 space per 20 full-time students	7

As shown above, the development requires provision of one employee bicycle parking space, and a further seven student spaces.

Development plans detail provision of eight bicycle parking spaces (on four double-sided hoops) adjacent to the northern building entrance, satisfying the Planning Scheme requirements.

Car Parking

The car parking requirements for the subject site are identified in Clause 52.06 of the Greater Geelong Planning Scheme, which specifies the following provision requirements.

Table 2 Clause 52.06 – Car Parking Requirements

Use	No.	Rate	Car Parking Measure	Total
Secondary School	27 Staff	1.2	To each employee that is part of the maximum number of employees on the site at any time	32

With provision for 32 parking spaces on-site, the proposal thus satisfies the Planning Scheme parking provision requirements.

Traffic

In order to determine the likely traffic generation of the use, **onemilegrid** has undertaken a review of the most recently available Victorian Integrated Survey of Travel and Activity (VISTA) data. For trips to secondary schools within the Greater Geelong LGA, the data suggests that 57% of pick-up/drop-off activity was by car, with the remainder comprising bus, bicycle and walking trips.

Noting that the school intends to operate mini-buses to cater for a proportion of school pick-up/drop-off, it is anticipated that the actual proportion of private vehicle pick-up/drop-offs is likely to be closer to 50%, equating to a projected 40 vehicles, and 80 vehicle associated parent vehicle movements.

In determining the proportion of staff who may drive to the site, a review of journey to work data from the 2016 Census suggests that 85% of work journeys to Greater Geelong were by car, suggesting an additional 19 vehicle movements for staff arrivals and departures.

For the purposes of assessing the peak-hour traffic generation, the following assumptions are adopted:

- 50% of staff arrivals in the AM peak, 50% of staff departures during the PM peak
- 30% of student arrivals during the AM peak and 90% of departures during the PM peak
- Arrivals are evenly split between the north and south via Torquay Road
- Departures are all distributed to the north via Torquay Road
- 90% of parent drop-offs will arrive via the Grove Road access
- Parent pick-ups will be evenly split between the Grove Road and Torquay Road accesses

The above information allows an assessment of likely traffic movements in peak hour, presented below in Figure 4.

Figure 4 Peak Hour Traffic Generation



As shown above, the proposed change of use is expected to generate 32 AM peak-hour movements and 74 PM peak-hour movements. The critical movement is likely to be the right-turn in from Torquay Road to Grove Road, with only 16 movements expected to be generated during the AM peak and 32 movements during the PM peak.

While it is acknowledged that Torquay Road carries a considerable level of traffic, these additional movements generated equate at-worst to slightly less than one movement every two minutes, and are expected to be accommodated without significant impact to existing queues or delays. It is noted that the bulk of traffic is likely to be generated before and after the peak periods, when traffic volumes on Torquay Road are reduced.

With the signalised intersection of Marshalltown Road and Torquay Road located in close proximity to the south, it is expected there will be considerable gaps in the northbound traffic stream to permit ingress to the site.

While it is acknowledged that there have been crashes at the Grove Road / Torquay Road intersection in the past, it is not expected that this modest increase in traffic will materially impact on road safety.

Traffic & Pedestrian Management

A traffic and pedestrian management plan has been prepared by **onemilegrid** (attached to this report) detailing measure to be employed by the school to mitigate or reduce potential impacts associated with traffic and parking movements.

Conclusion

It is proposed to amend the permitted use of the site and make minor alterations to allow operation of a Secondary School operated by Edmund Rice Education Australia.

Considering the analysis presented above, it is concluded that:

- The car parking and access design is considered appropriate for the proposed use;
- Bicycle parking facilities are provided in accordance with the Planning Scheme and permit requirements;
- The proposed supply of car parking is appropriate for the proposed development;
- The proposed development is not expected to have a significant impact on the surrounding road network when compared to the existing conditions;
- A Traffic and Pedestrian Management Plan has been prepared detailing the measures employed in managing impacts of the development.

Please do not hesitate to contact me should you wish to discuss the above.

Yours sincerely



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