

# ADVERTISED PLAN



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## TRAFFIC IMPACT ASSESSMENT

PROPOSED SENIOR LEARNING CENTRE

BELGRAVE HEIGHTS CHRISTIAN SCHOOL

5 JUNE 2024

# ADVERTISED PLAN

CLIENT: Belgrave Heights Christian School

OBT JOB NUMBER: 21417

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## 1 INTRODUCTION

O'Brien Traffic has been engaged by Belgrave Heights Christian School to undertake a traffic impact assessment of the proposed development of a Senior Learning Centre at the school.

In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected on a number of occasions; and
- The traffic and parking implications of the proposal have been assessed.

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## 2 EXISTING CONDITIONS

### 2.1 LOCATION AND LAND USE

The Belgrave Heights Christian School is located approximately 1.2 km south-west of the Belgrave shopping area (as the crow flies). All vehicle access to and from the school is provided via Wattle Valley Road, which intersects with Mt Morton Road. The location of the subject site and surrounding area is shown in **Figure 1**. A recent aerial photograph (21 March 2024) is shown in **Figure 2**.

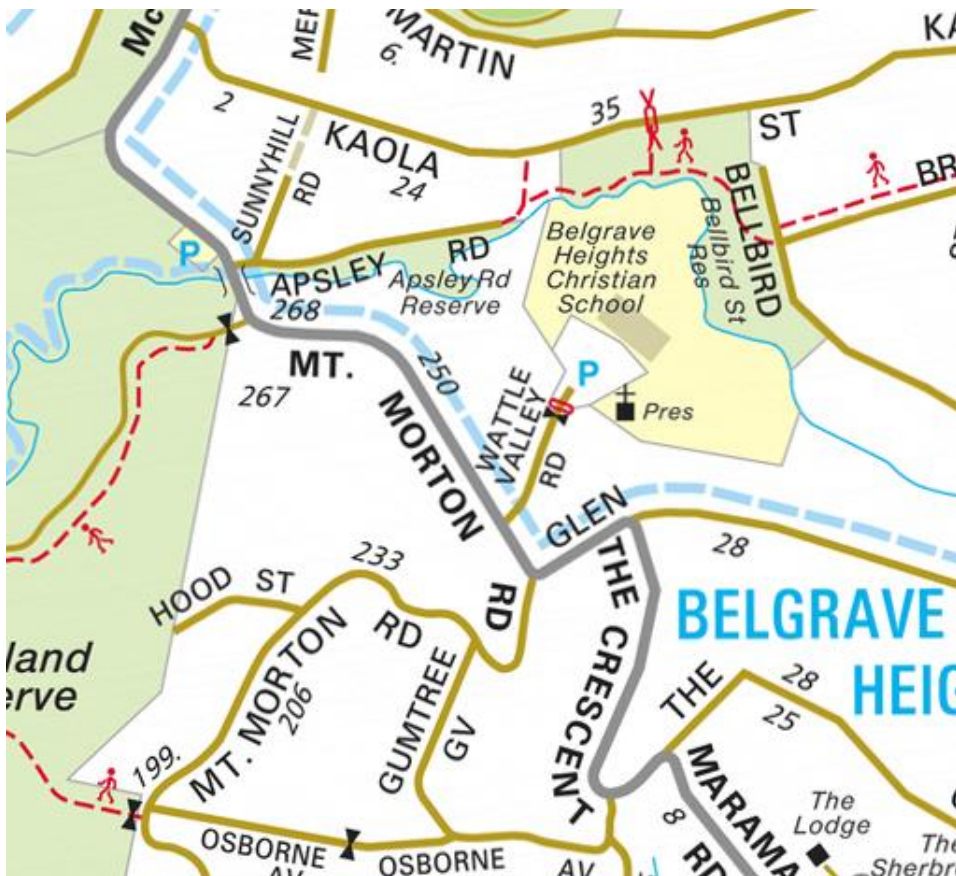


FIGURE 1: LOCATION OF SUBJECT SITE

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SOURCE: NEARMAP.COM.AU, REPRODUCED WITH PERMISSION

FIGURE 2: AERIAL PHOTO OF SCHOOL SITE, WITH LOCATION OF PROPOSED DEVELOPMENT OUTLINED IN RED

## 2.2 SURROUNDING LAND USE

The land surrounding the school is mainly used for residential purposes.

A zoning map is provided in **Figure 3**.

Land on the north side of Mt Morton Road is zoned Low Density Residential and land to the south of Mt Morton Road is zoned Green Wedge A Zone 1.

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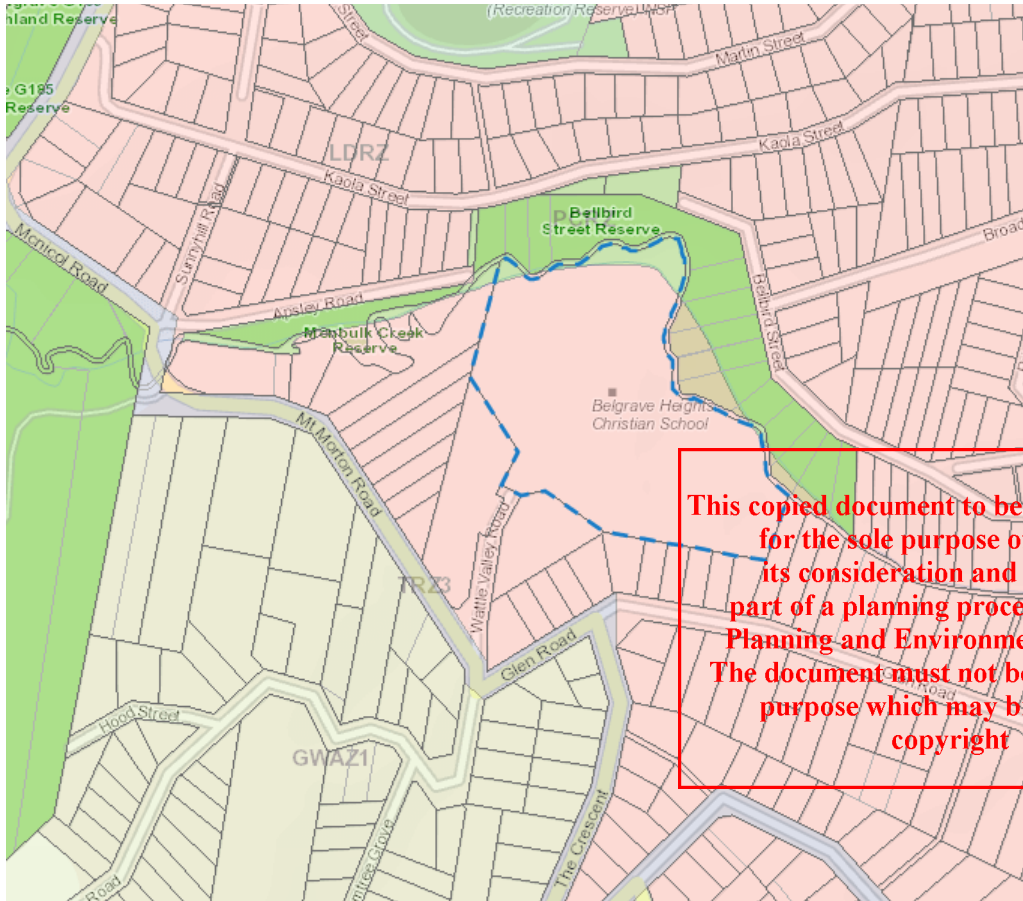


FIGURE 3: ZONING MAP

## 2.3 ROAD NETWORK

Wattle Valley Road is classified as a local road, and is under the control and management of Council.

Mt Morton Road is classified as a Transport Zone 3, which is a Significant Municipal Road, and is under the control and management of Council.

## 2.4 PROVISION OF PARKING IN THE LOCALITY

Parking is not permitted along Mt Morton Road, however parking is provided along Wattle Valley Road (north west side) and within the school property (Figure 4).

Linemarked parking within the school site is used by parents, and there is also a drop-off and pick-up facility around the edge of this parking area that operates before and after school each day.

Linemarked parking along the existing road to the north east of the development area (note that the road is to be removed as part of the development) is allocated as teacher parking, and there is also informal teacher parking to the south west of this. Additional teacher parking is provided around the perimeter of the school site.



FIGURE 4: EXISTING PARKING ALONG WATTLE VALLEY ROAD AND WITHIN THE SCHOOL PROPERTY

### 3 THE PROPOSAL

It is proposed to construct a new Senior Learning Centre on the land identified in **Figure 2**. It is not anticipated that overall student or staff numbers at the school will increase as a result of the development. Rather, the proposed development will enable improved facilities for senior students.

It is proposed that 43 new parking spaces will be provided as part of the construction of the new building. These spaces will replace existing informal staff parking that will be removed due to the development.

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## 4 CAR PARKING

### 4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

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The Planning Scheme parking requirements for schools relate to the number of staff on site at any given time. The rates are 1 space to each employee for primary schools and 1.2 spaces to each employee for secondary schools.

In this case, as there are no additional students or staff generated by the proposed new facility, it is considered that no additional parking spaces are required by the proposed facility.

The proposed development will remove approximately 43 informal parking spaces and replace these parking spaces with 43 formal parking spaces. As such, the Planning Scheme requirement for parking spaces has been achieved.

## 5 CAR PARK ACCESS & LAYOUT

All new parking spaces comply with the dimensional requirements of the Planning Scheme.

Angle parking spaces are provided to the west of the new building, with the design of the road network allowing these cars to exit the parking area in a forwards direction to Wattle Valley Road.

Access to the new car parking spaces is provided off Wattle Valley Road. Entry to these spaces during the morning drop-off period will have no impact on parent traffic, and no restriction on entry times is required. However, it is recommended that no exit movements from this new parking area be permitted in the afternoon until 15 minutes after the afternoon senior school bell rings, to avoid impact to parent traffic. It is noted that observations made at the school showed that parent traffic had largely dissipated by 15 minutes after the senior school bell.



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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.

Bicycle parking requirements for schools are based on staff and student numbers. In this case the number of staff and students will not increase, so no additional student or staff bicycle parking is required. It is not proposed to provide further bicycle parking facilities as part of this development.

## 7 LOADING

Clause 65.01 of the Planning Scheme states that before deciding on an application, the responsible authority must consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

The proposed Senior Learning Centre does not provide a dedicated loading bay, however, due to the nature of the proposed development, it is anticipated that a dedicated loading bay would be unnecessary and that loading can occur as per existing conditions.

The existing loading arrangements are considered adequate to accommodate the loading needs of the proposed development.

## 8 TRAFFIC GENERATION & IMPACT

As the proposed development is not expected to generate any additional students or staff, the existing traffic generation would not be expected to increase. All trips will be into and out of the school in a forward direction.

As such, it is anticipated that the current traffic conditions will be unchanged.

## 9 CONCLUSION

Based on the considerations outlined above, it is concluded that there are no parking or traffic related grounds to prevent the proposed development proceeding.

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