

ADVERTISED PLAN

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TRAFFIC IMPACT ASSESSMENT

PROPOSED PERFORMING ARTS CENTRE AND SENIOR LEARNING CENTRE

BELGRAVE HEIGHTS CHRISTIAN SCHOOL

25 OCTOBER 2022

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 Performing Arts and 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.

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 (14 September 2022) is shown in **Figure 2**.

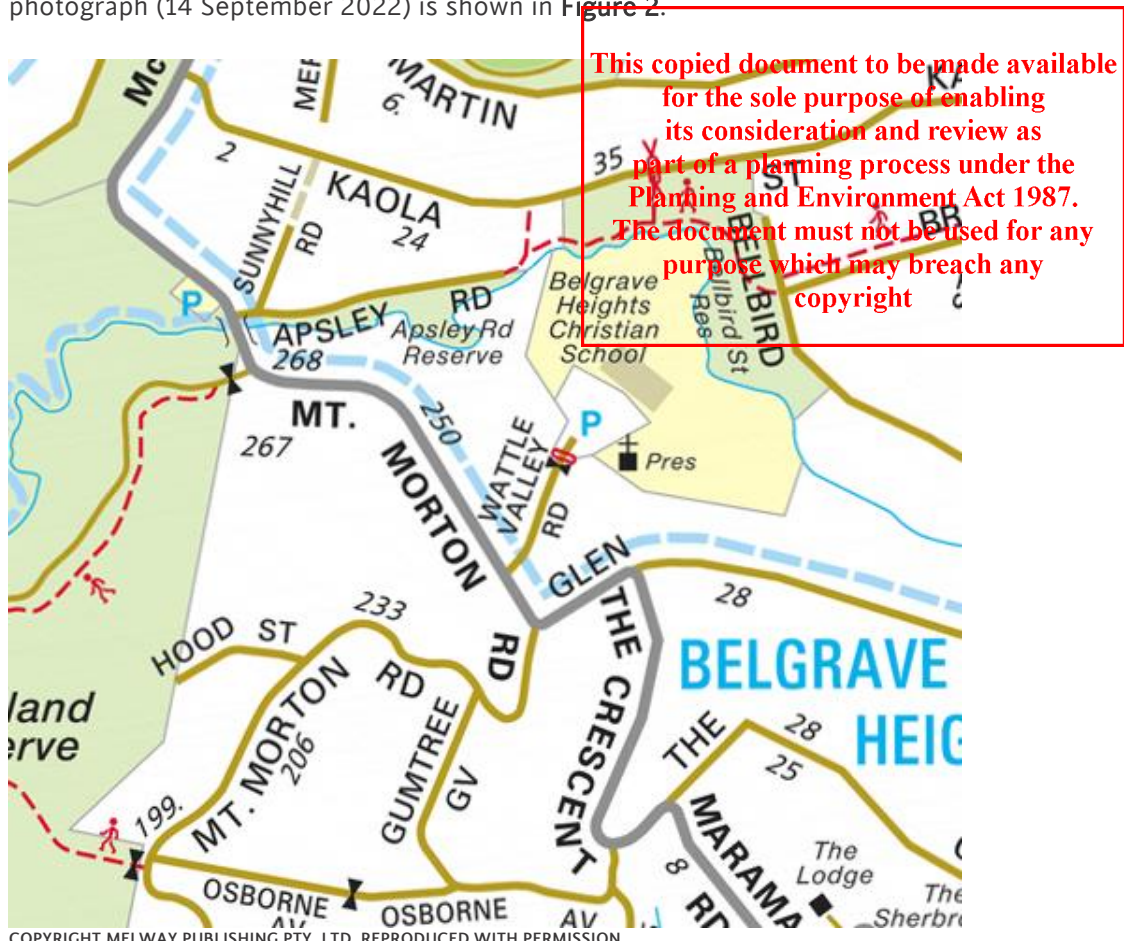


FIGURE 1: LOCATION OF SUBJECT SITE



SOURCE: METROMAP.COM.AU

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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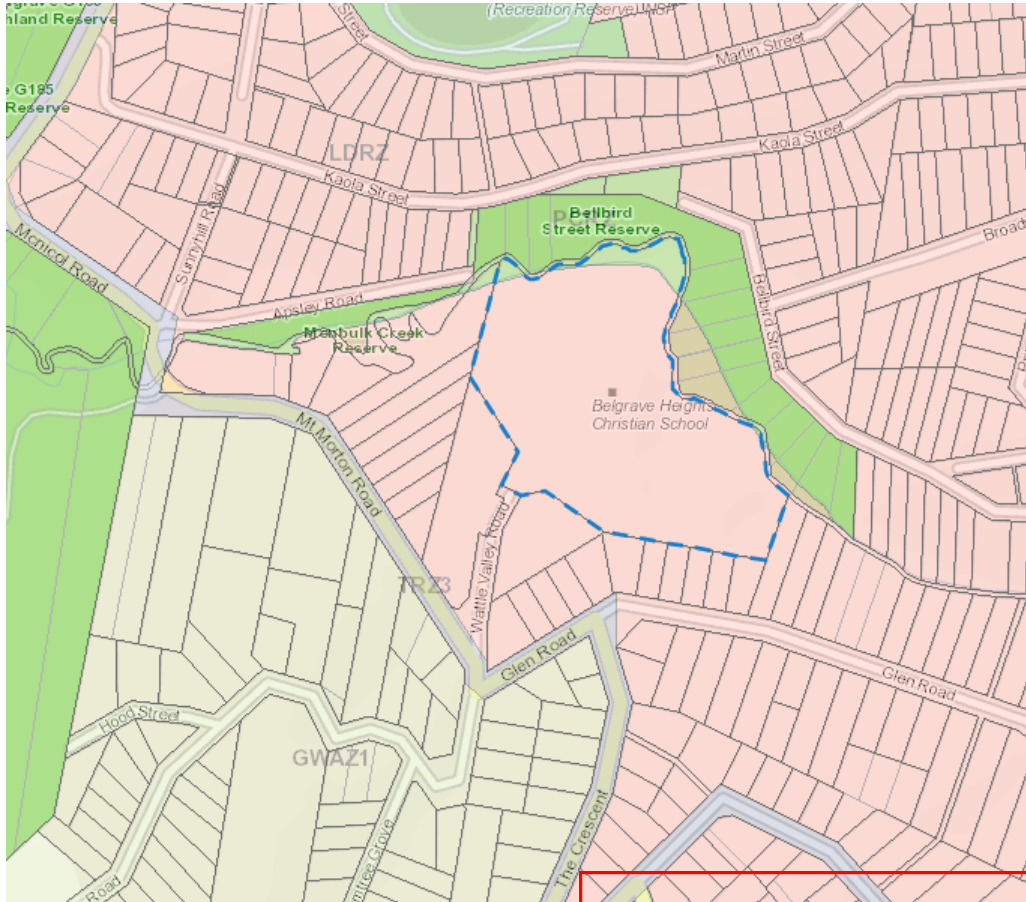


FIGURE 3: ZONING MAP

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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 Performing Arts and Senior Learning Centre on the land identified in **Figure 2**. The Performing Arts Auditorium will provide a maximum of 312 seats, and it is understood that the facility will be used only by students of Belgrave Heights Christian School. It is not anticipated that overall student numbers at the school will increase as a result of the development. Rather, the proposed development will enable specialist offerings to be expanded for existing students.

It is proposed that 49 new parking spaces will be provided as part of the construction of the new building. Some of these spaces will replace existing staff parking that will be removed due to the development, while the remainder will be additional spaces for staff use.

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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.*

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 it is considered that there is only a small Planning Scheme parking requirement associated with the Senior Learning Centre, as it is estimated that no more than 5 additional staff will be on site at any given time (i.e. $5 \times 1.2 = 6$ spaces). No additional students will be generated by the proposed new facility.

It is assumed that there will be no additional staff generated by the Performing Arts Centre. The Performing Arts Centre will also not generate any additional students. However, if the facility is used for activities where parents come to watch, then there will be a parking demand associated with the new use. Assuming that the auditorium is best covered by the Place of Assembly category in the Planning Scheme, there is a Planning Scheme requirement for 0.3 spaces to each patron permitted.

Assuming a maximum of 312 seats, this equates to a Planning Scheme requirement for 93 spaces. It is assumed that the Performing Arts Centre will only be accessed by an audience outside of school hours. The provision of 49 new parking spaces as part of the proposal, and the existing 55 parking spaces in the main, central, parking area, as well as a further 37 informal spaces in the top car park area (south of the formal car park), is well in excess of this requirement.

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4.2 ADEQUACY OF PARKING SUPPLY

It is considered that the additional 6 car parking spaces required by the Planning Scheme for the Senior Learning Centre will be provided as part of the new 49 parking spaces to be constructed as part of the development.

When the auditorium is used at capacity, the site will provide all 93 parking spaces required by the Planning Scheme.

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, and sufficient room is provided for these cars to turn around and exit the parking area in a forwards direction.

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 numbers and student numbers. In this case the number of students will not increase, so no additional student bicycle parking is required, and an additional 5 staff will require no additional bicycle parking (the Planning Scheme rate is 1 bicycle space to each 20 employees for a secondary school).

The Planning Scheme requires 1 bicycle space to each 1500sqm of net floor area for staff and 2 plus 1 to each 1500 sqm of net floor area for visitors for a Place of Assembly. Based on the Place of Assembly being in the order of 3000 sqm, this gives a Planning Scheme requirement for 2 staff and 4 visitor bicycle spaces. Given that the auditorium, if being used with an audience, will only be used outside of school hours, the provision of 6 bicycle parking spaces can easily be met.

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.

As shown on the design plans, there is room for an 8.8 metre truck to turn around within the new car park area, so that it may enter and exit the new car park and back of house area in a forward direction.

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

8 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

As the proposed development is not expected to generate any additional students, the existing traffic generation will only increase by up to 5 trips each peak hour (i.e. the additional staff movements). All trips will be into and out of the school in a forward direction.

In relation to the auditorium, this will only generate additional trips when it is being used with an audience, outside of school hours. In this case, it is likely that there will be an additional 93 trips at the beginning of the event (inbound), and 93 additional trips at the end of an event (outbound). This number of trips will not have a significant impact on the road network or on the school site.

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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