

Project No. 200739

30 July 2021

Peggy Teo
Williams Ross Architects
Suite 1, 70 Kerr Street
Fitzroy VIC 3065

Via email: pteo@williamsross.com

Dear Peggy,

RE: Sacred Heart Girls College, Oakleigh – Car Parking Design Advice

Trafficworks has been engaged by Williams Ross Architects to provide traffic engineering and car parking design advice to support the town planning application for the Latrobe Street Wing Extension at Sacred Heart Girls College in Oakleigh.

Subject Site – Existing Conditions

Sacred Heart Girls College is located in Oakleigh and is bounded by Warrigal Road, Kangaroo Road and Latrobe Street (refer to Figure 1). Pedestrian access to the site is available from each of the road frontages, with vehicular access available from Latrobe Street only.

There is an existing car parking area providing 40 on-site car parking spaces for staff members which is accessed via a 6.1 m wide access driveway onto Latrobe Street (refer to Figure 2). Site inspections revealed that two (2) formalised accessible car parking spaces are currently provided within this car parking area, with an additional informal accessible space provided without an adjacent shared area. There is also a separate secondary staff car parking area accessed from Kangaroo Road, providing an additional 15 off-street car parking spaces (refer to Figure 3). On-site bicycle parking for 12 bicycles is also available, located at bicycle rails within a shelter to the east of the staff car parking area.

It is understood that delivery vehicles occasionally require access to the school and utilise the access aisle within the on-site car parking area for loading. Access by delivery vehicles is also periodically required along the path located adjacent to the *Jubilee Building (Block F)*, south of the car parking area. Deliveries are often undertaken by larger vans (B99 vehicles), however, a larger vehicle is able to access the site if required by reversing within the access aisle to facilitate both entry and exit movements in a forward direction.

It is understood that waste collection for the school is currently serviced by the council operated kerbside collection, with the collection point located adjacent to the car parking area along the Latrobe Street frontage.

The existing site plan is reproduced in Figure 4.

Figure 1: Location Plan (reproduced with permission from Melway Publishing Pty Ltd)

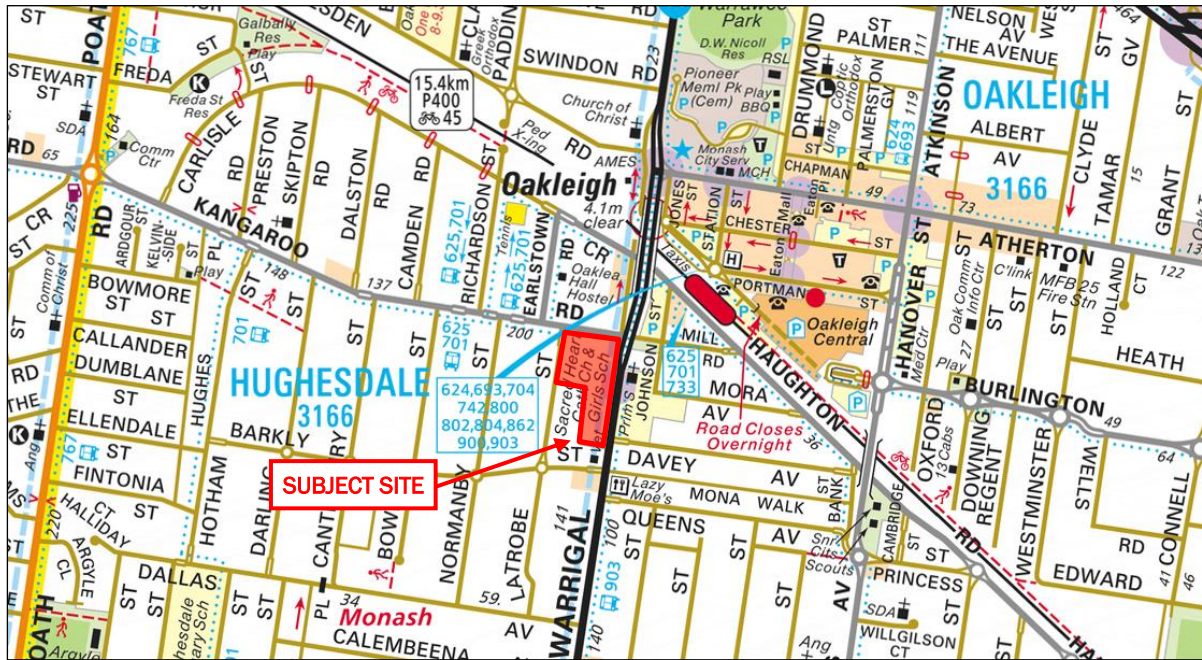


Figure 2: On-site Staff Car Parking Area, accessed from Latrobe Street



Figure 3: Secondary Staff Car Parking Area, accessed from Kangaroo Road



Figure 4: Existing Site Plan

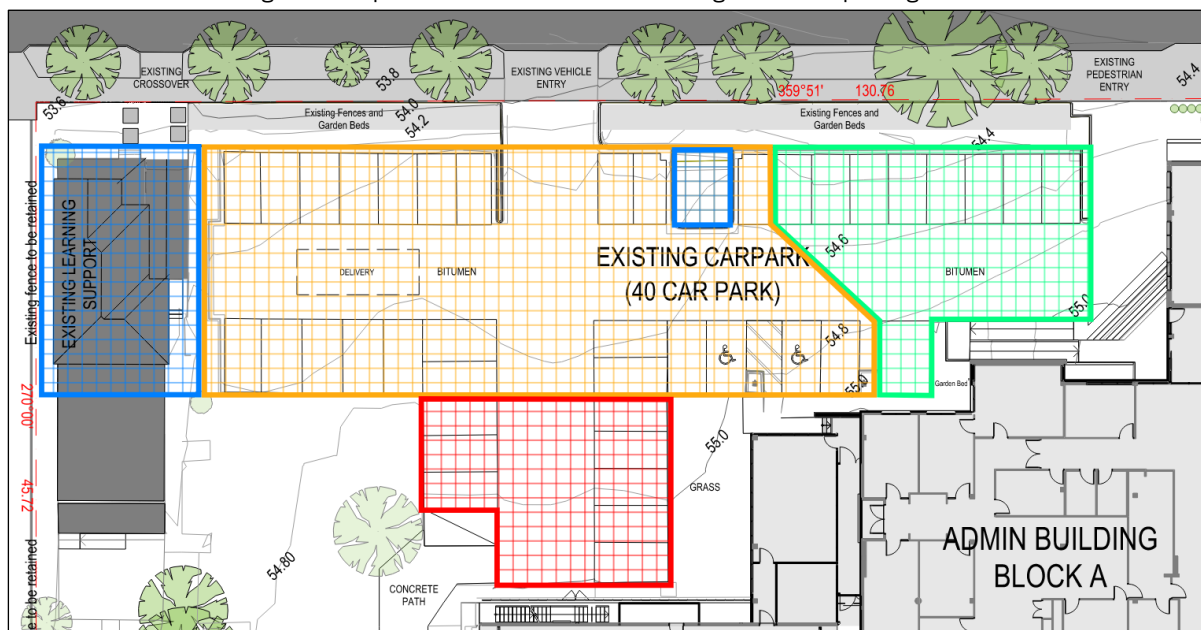


As the numbers of staff and students are not proposed to change, the proposal is not anticipated to have any impact on the car parking demand of the school. Hence, the total number of car parking spaces currently provided on-site (40 spaces) will be retained in the modified car parking design, with no net impact on parking provision.

No changes to the existing site access are proposed, with access to the on-site staff car parking area being retained via the existing crossover onto Latrobe Street. However, modifications are proposed to the internal layout of the existing on-site staff car parking area, as follows (refer to Figure 7):

- removal of eight (8) existing car parking spaces to accommodate the construction of the new building (marked in red)
- retention of nine (9) existing car parking spaces without modification (marked in green)
- modifications to the dimensions, layout and orientation of 23 existing car parking spaces (marked in orange)
- provision of eight (8) new car parking spaces located in place of the existing learning support building at the southern end of the site (marked in blue)
- provision of one (1) new car parking space located in place of the existing kerb outstand proposed to be removed (marked in blue).

Figure 7: Proposed modifications to the existing on-site car parking area



An existing bicycle shed accommodating 12 bicycle parking spaces is currently located to the east of the staff car parking area.

It is understood that on-site bicycle parking is proposed to be relocated and provided adjacent to the pedestrian access onto Latrobe Street (refer to Figure 8). The bicycle parking is proposed to be provided at bicycle rails / hoops. This provides convenient access to the school for cyclists.

As the numbers of staff and students are not proposed to change, the proposal is not anticipated to have any impact on the bicycle parking demand of the school. Hence, the total number of bicycle parking spaces currently provided on-site (12 spaces) will be retained in the modified design, with no net impact on the provision.

Figure 8: Latrobe Street pedestrian only access and proposed bicycle parking location



Car Parking Access and Layout

Clause 52.06-9 of the Monash City Council Planning Scheme sets out *Design Standards for Car Parking*. The following sections outline the requirements and assess the modified car parking spaces and proposed new car parking area against these requirements.

Car parking space dimensions

In accordance with Clause 52.06 of the Monash City Council Planning Scheme, the following dimensions apply to the proposed 90-degree off-street car parking spaces:

- 2.6 m wide x 4.9 m long, and accessed from a minimum aisle width of 6.4 m
- 2.8 m wide x 4.9 m long, and accessed from a minimum aisle width of 5.8 m.

The existing portion of the car parking area has an access aisle width of 6.4 m and is generally provided in accordance with the planning scheme. It is also noted that no changes are proposed to these car parking spaces, and the layout will be retained from the existing conditions.

Each of the new car parking spaces, as well as the spaces proposed to be modified, have been provided in accordance with the planning scheme requirements, with 2.6 m wide spaces and a 6.4 m wide access aisle proposed throughout the modified car parking area.

In accordance with Clause 52.06 of the Monash City Council Planning Scheme, the following dimensions apply to the proposed parallel off-street car parking space:

- 2.3 m wide x 6.7 m long, and accessed from a minimum aisle width of 3.6 m

The parallel car parking space (space #31) is proposed to be 2.6 m wide x 7.8 m long and accessed from a 6.4 m wide access aisle. This space is provided in excess of the planning scheme requirements.

A swept path assessment within the car parking area has also been undertaken to demonstrate that sufficient access is available to each of the car parking spaces (refer to the attached assessment).

Disabled car parking

As per the National Construction Code, *Building Code of Australia (2019), Part D3.5 – Accessible car parking*, one (1) accessible car parking space is required to be provided for each 100 car parking spaces for a school (Class 9b facility). Hence, as the site provides 40 car parking spaces, the provision of one (1) accessible space is required.

The Monash Planning Scheme Clause 52.06-8 states that disabled (accessible) car parking spaces must be designed in accordance with *AS2890.6 Part 6: Off-street parking for people with disabilities*. This specifies the following requirement for the provision of 90-degree accessible car parking spaces:

- 2.4 m wide x 5.4 m long
- an associated shared area of 2.4 m wide x 5.4 m long.

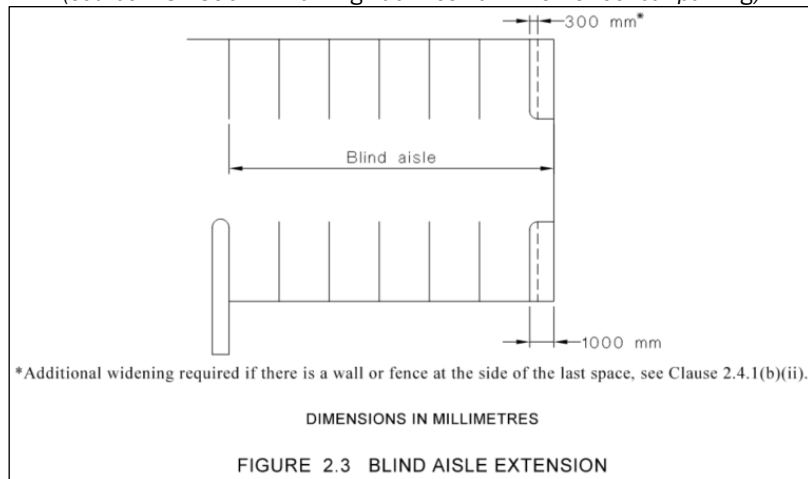
The planning scheme further indicates that disabled (accessible) car parking spaces may encroach into an accessway width by 500 mm if required. The accessible car parking space has been provided in accordance with the planning scheme and AS2890.6 requirements.

Blind aisle requirements

The access aisles within the car parking areas are proposed as blind aisles, defined as an access aisle closed at one end. As the car parking area is not open to the public (staff use only), a turn-around area is not required to be provided. However, a minimum 1.0 m blind aisle extension beyond the last car parking space is required to be provided to ensure adequate access to each space is available (as per the requirements of *AS2809.1 Parking Facilities, Part 1 – Off-street car parking*).

The proposed on-site car parking layout meets this requirement.

Figure 9: Blind Aisle Requirements
(source: AS 2890.1 – Parking Facilities Part 1: Off-street car parking)



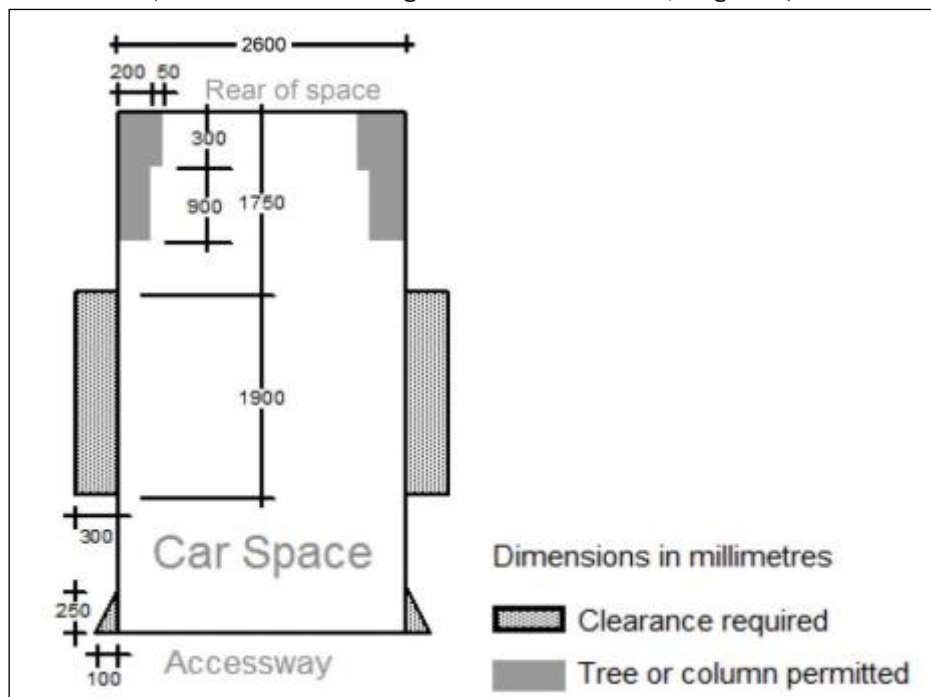
Car parking spaces clearance requirements

Horizontal and vertical clearances are required to be provided surrounding each car parking space in accordance with Clause 52.06-9 and Diagram 1 of the Monash Planning Scheme (reproduced in Figure 10). Clause 52.06-9 indicates:

A wall, fence, column, tree, tree guard or any other structure that abuts a car spaces must not encroach into the area marked 'clearance required' on Diagram 1, other than:

- *a column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1*
- *a structure, which may project into the space if it is at least 2.1 metres above the space.*

Figure 10: Clearance to car parking spaces
(source: Monash Planning Scheme Clause 52.06-9, Diagram 1)



In any location where the proposed building will partially overhang the adjacent car parking spaces, a minimum vertical clearance of 2.1 m has been provided to meet the planning scheme requirements.

Further, there are some existing columns located within the car parking area. The design of the car parking area in relation to the location of the columns meet the planning scheme requirements.

Access requirements

Vehicular access to the car parking area will be provided via the existing central vehicle crossover onto Latrobe Street. This crossover is 6.1 m wide and provides adequate width to enable two-way traffic flow. The following additional requirements of the Monash Planning Scheme are relevant for the proposed car parking area accessway:

- *be at least 3 metres wide*
- *if the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.*
- *provide a passing area at the entrance at least 6.1 m wide and 7 m long, if the accessway serves ten or more car parking spaces and is either more than 50 m long or connects to a road in a Road Zone.*

While the site does not specifically meet the criteria to require a passing area, the proposed on-site car parking layout meets each of these requirements.

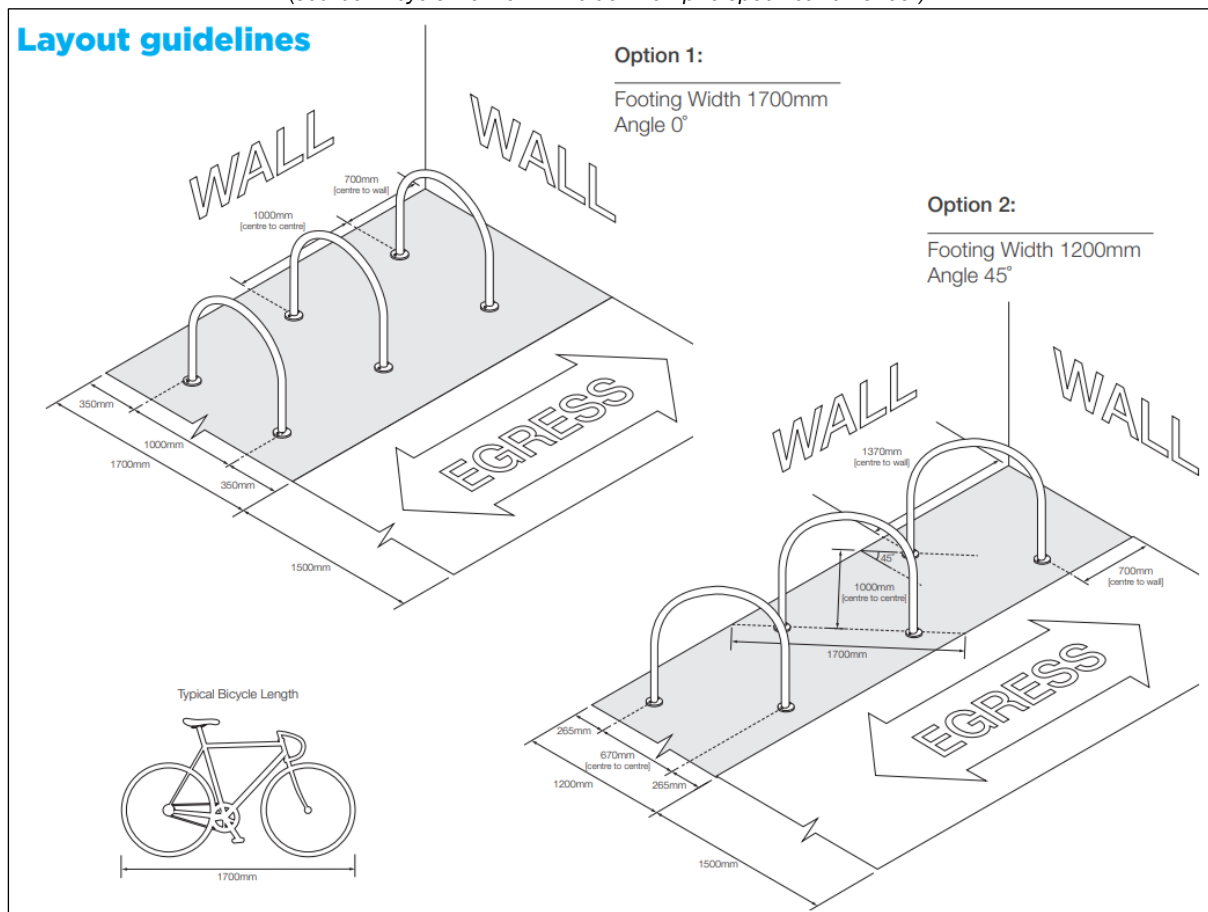
Bicycle Parking

Clause 52.34-6 of the Monash City Council Planning Scheme sets out *Design of Bicycle Spaces*. This specifies that bicycle spaces should:

- *provide a space for a bicycle of minimum dimensions of 1.7 m in length, 1.2 m in height and 0.7 m in width at the handlebars.*
- *be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space*
- *be located to provide convenient access from surrounding bicycle routes and main building entrances.*

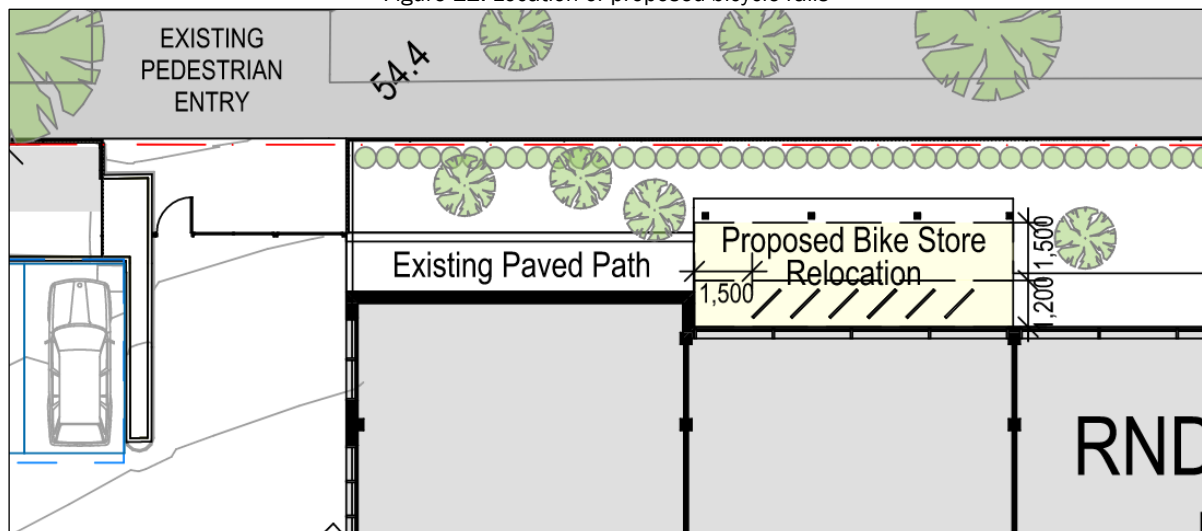
Further practical guidance on the installation requirements of bicycle rails is provided by Bicycle Network, specifying that a 0.7 m offset should be provided to a wall / fence / obstacle, a 1.0 m offset should be provided between adjacent bicycle rails and a 1.5 m wide access aisle be provided (refer to Figure 11).

Figure 11: Bicycle Rail Layout Guidelines
(source: Bicycle Network - Arc de Triomphe specification sheet)



The design of the proposed bicycle parking area ensures the facility meets the minimum required dimensions as per the planning scheme requirements (refer to Figure 12).

Figure 12: Location of proposed bicycle rails

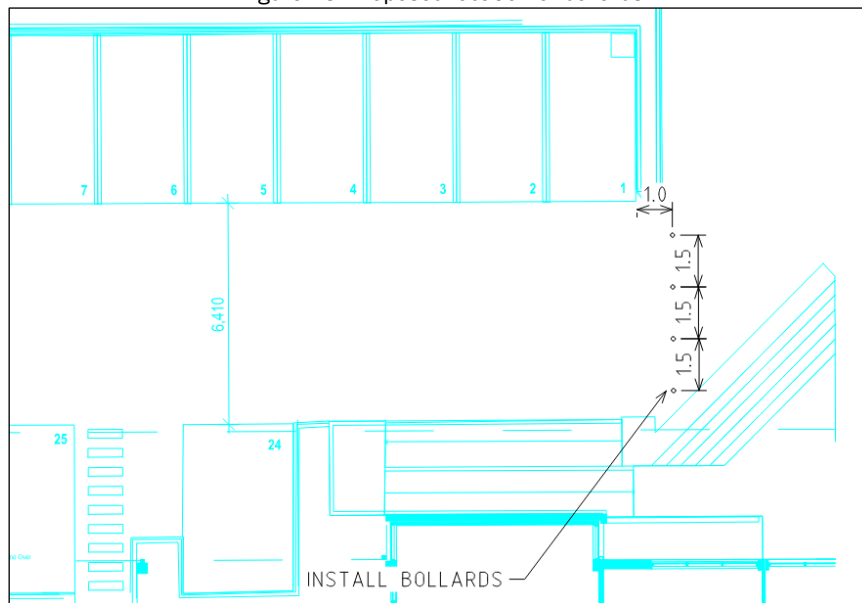


Pedestrian accessibility within the site

Consideration should be given to the provision of adequate pedestrian facilities within the site, considering a requirement to separate pedestrians and vehicles where possible and to meet pedestrian desire lines.

The pedestrian only access gate from Latrobe Street provides a safe and separated access to facilitate pedestrians being dropped-off / picked-up along Latrobe Street without resulting in potential conflict with vehicles on-site. However, this path does meet the end of the vehicular access aisle. Peak periods for pedestrian movements will occur during school drop-off and pick-up times, during which time vehicle movements are expected to be low, reducing the risk of conflict. However, consideration could be given to the installation of bollards to further separate pedestrians and vehicles in this location. If installed, bollards should be located with a 1.0 m offset to car parking space #1 at the end of the access aisle to meet blind aisle requirements (refer to Figure 13).

Figure 13: Proposed location of bollards

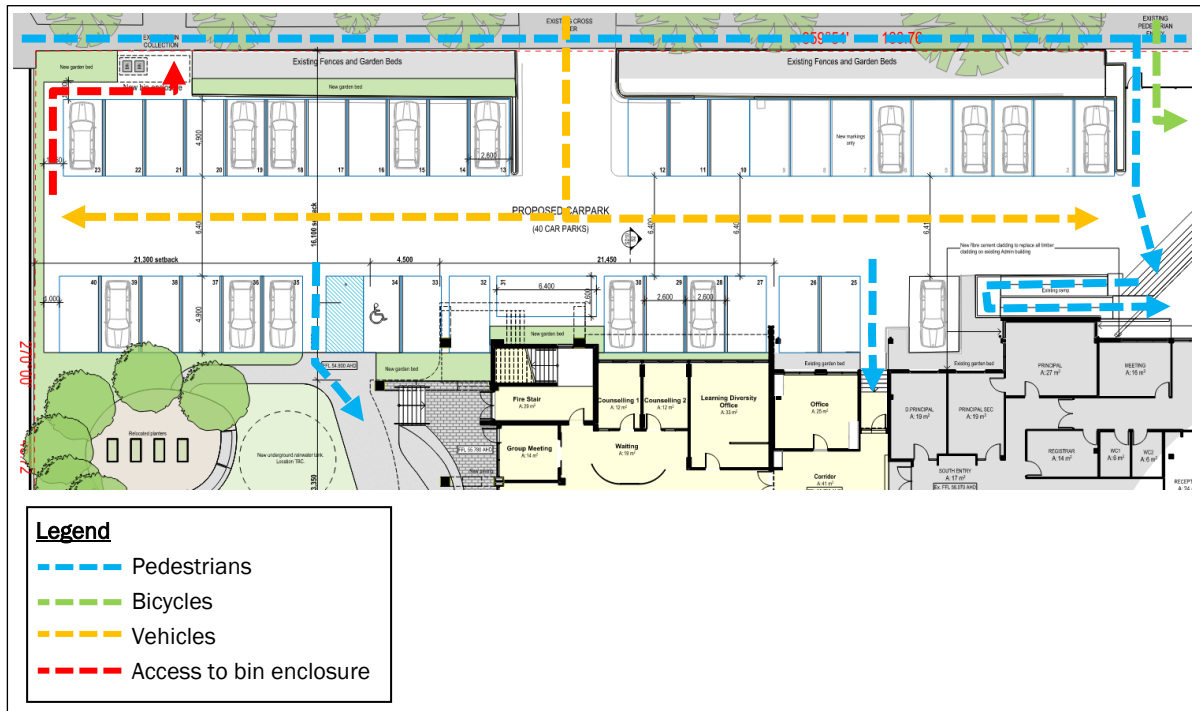


Each of the pedestrian access paths should be a minimum of 1.2 m wide (desirable 1.5 m wide) to facilitate pedestrian movements and wheelchair access. The proposed layout meets this requirement.

Furthermore, the provision of bicycle parking adjacent to the pedestrian only access to the school assists in providing separation between cyclists and vehicles. This provides safe and convenient access for students who choose to cycle to school, and safe pedestrian connectivity to the bicycle parking location.

Figure 14 provides a summary of the pedestrian, cyclist and vehicle movements within the site.

Figure 14: Pedestrian, cyclist and vehicular movements on-site



Vehicular accessibility to the site

Swept path assessments have been undertaken to demonstrate sufficient accessibility to the proposed car parking area by a B85 vehicle (passenger car), accessing the proposed car parking spaces (refer to the attached assessment).

It is noted that access to some car parking spaces requires either 3-point turn access (spaces #12 and #13) or reverse in access (parallel space #31). This is considered acceptable as the car parking area is for long term parking used by staff members only, and this type of access configuration is consistent with the operation of the existing car parking area.

Loading / Unloading of Vehicles

Swept path assessments have been undertaken to demonstrate sufficient accessibility to the proposed car parking area by emergency vehicles and larger vehicles undertaking deliveries, as follows:

- a SRV vehicle (6.4 m truck) and a B99 vehicle (5.2 m van) accessing both the car parking area access aisle and the path adjacent to the Jubilee Building (Block F) to undertake deliveries, while ensuring that the vehicle can enter and exit the site in a forward direction.
 - access to the path for deliveries is achievable by either a reverse-in / forward out manoeuvre or a forward-in / forward-out manoeuvre (including a 3-point turn within the courtyard) for the B99 vehicle
 - access to the path for deliveries is achievable by a reverse-in / forward out manoeuvre only for the 6.4 m vehicle (SRV truck)
 - access to the path for delivery vehicles will need to be managed on-site by staff, requiring the removal of the bollard located in the disabled (accessible) shared area for access, as well as the management of vehicle and pedestrian movements on-site to ensure that there is safe, clear access available along the path.

- an 8.8 m service vehicle (emergency vehicle), as well as a specific 7.2 m CPAV ambulance vehicle, accessing the car parking area access aisle, while ensuring that the vehicle can enter and exit the site in a forward direction
 - access to the car park for vehicles of this size will generally be to facilitate access by emergency services (i.e. ambulance or fire truck). However, access to the car park may also enable on-site deliveries by a larger vehicle to occur (i.e. up to an 8.8 m service vehicle).
 - in this case, the loading and unloading of vehicles would need to occur within the car park access aisle, be managed by staff on-site and be undertaken at off-peak times to ensure any potential conflict between delivery vehicles and parked vehicles is minimised.

The swept path assessments are attached.

Waste Collection

As discussed, the existing waste collection arrangement at the school is by council operated kerbside collection along the Latrobe Street frontage.

The proposed site plan provides a dedicated bin enclosure area next to the staff car parking area along the Latrobe Street frontage. The bin enclosure is located in the same place as bins are currently stored, and waste collection is not proposed to be altered. There is adequate width provided to ensure bins can be manoeuvred to the kerbside from the enclosure area, as well as adequate path widths (minimum 1.2 m wide) within the car parking area to facilitate bin movements between the enclosure and the school grounds, if required.

Based on the above assessment, there are no issues with the design or layout of the proposed car parking area or access to the site from a traffic perspective.

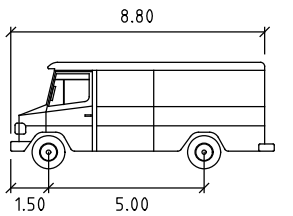
Please contact me on (03) 9490 5913 if you would like to discuss this further.

Yours sincerely,

A handwritten signature in blue ink that reads "Alison Dewar".

Alison Dewar
Associate

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SERVICE VEHICLE meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 38.7

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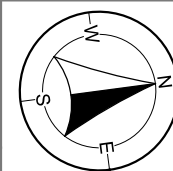
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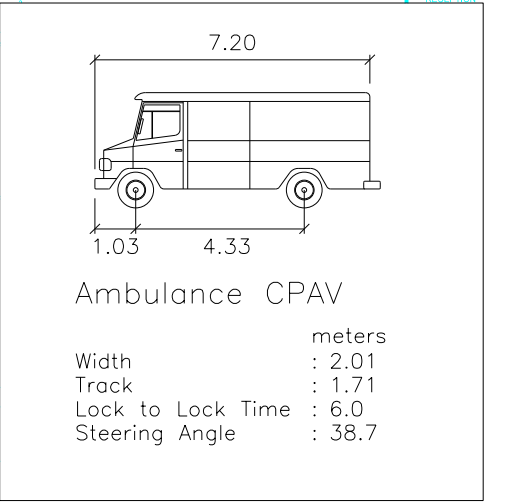
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Sacred Heart Girls College -
Latrobe Street Wing Extension
Monash City Council

Swept Path Assessment

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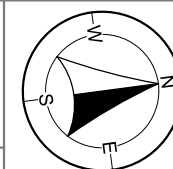
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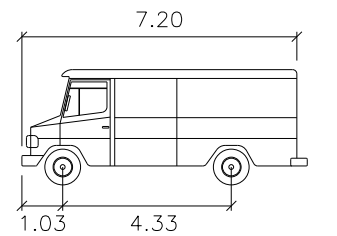
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Ambulance C-PAV

Width	: 2.01
Track	: 1.71
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

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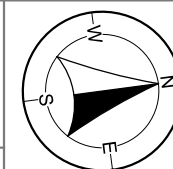
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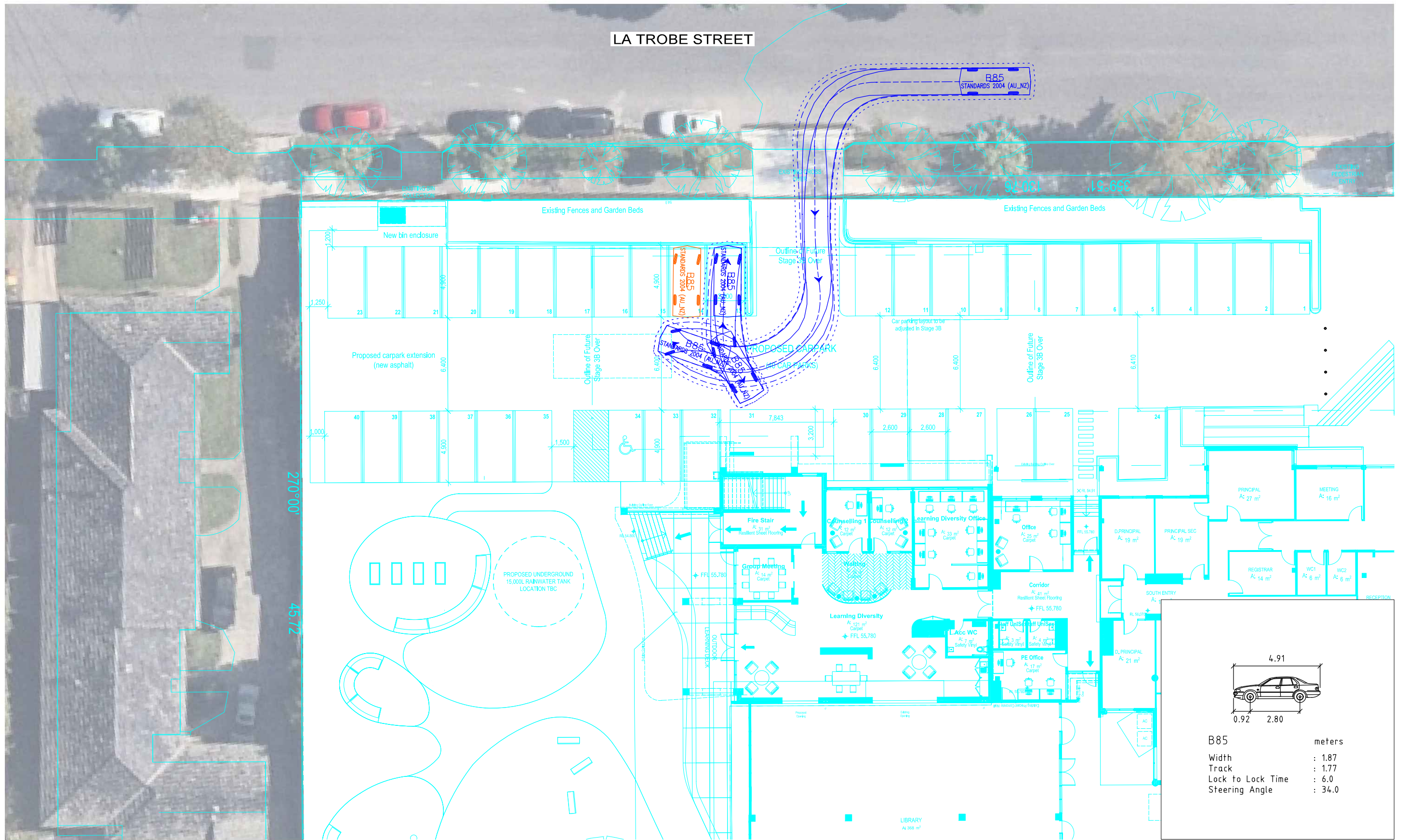
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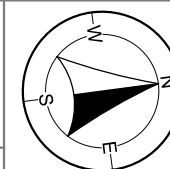
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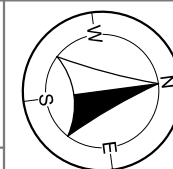
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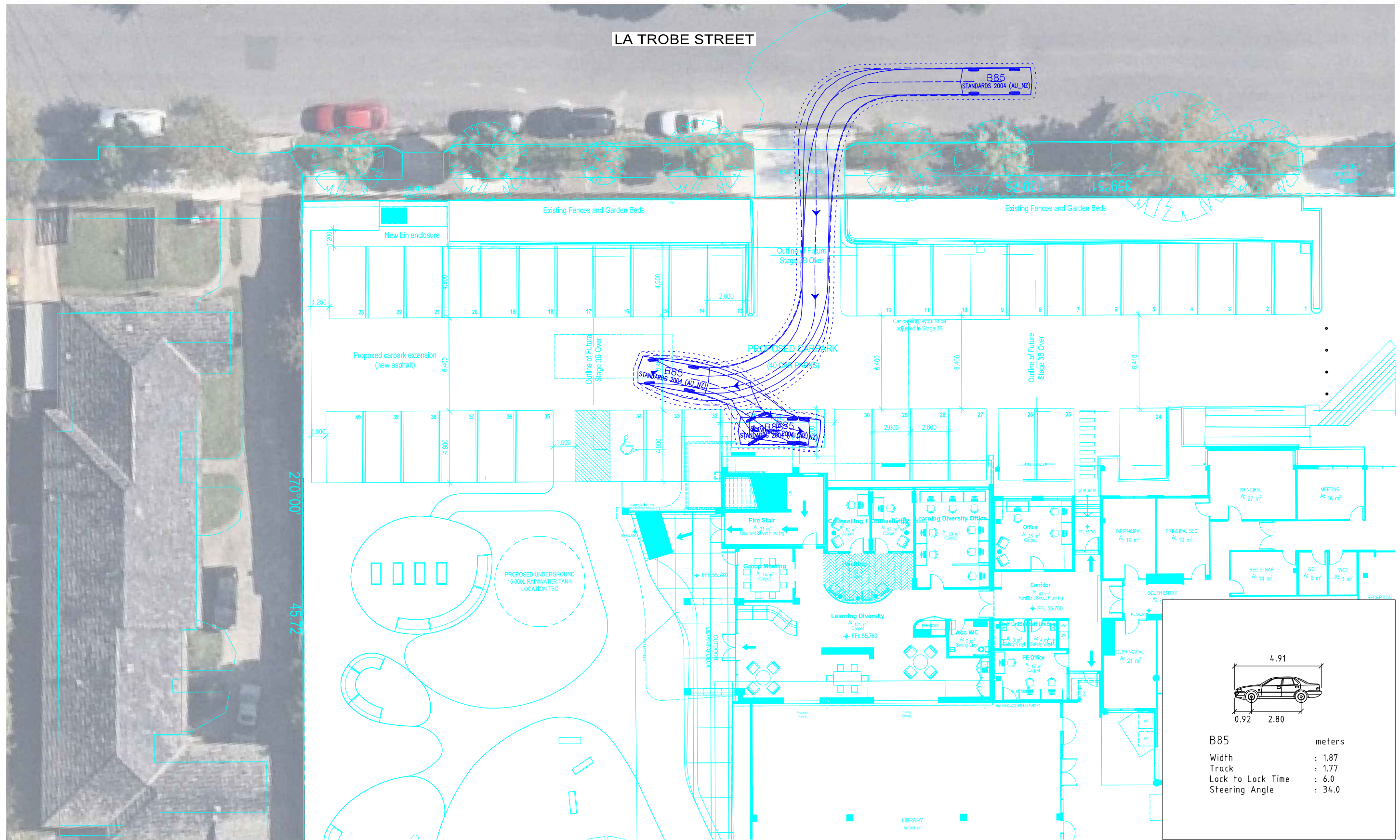
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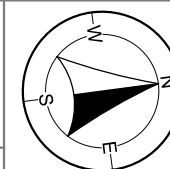
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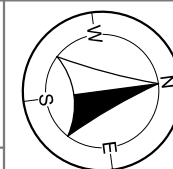
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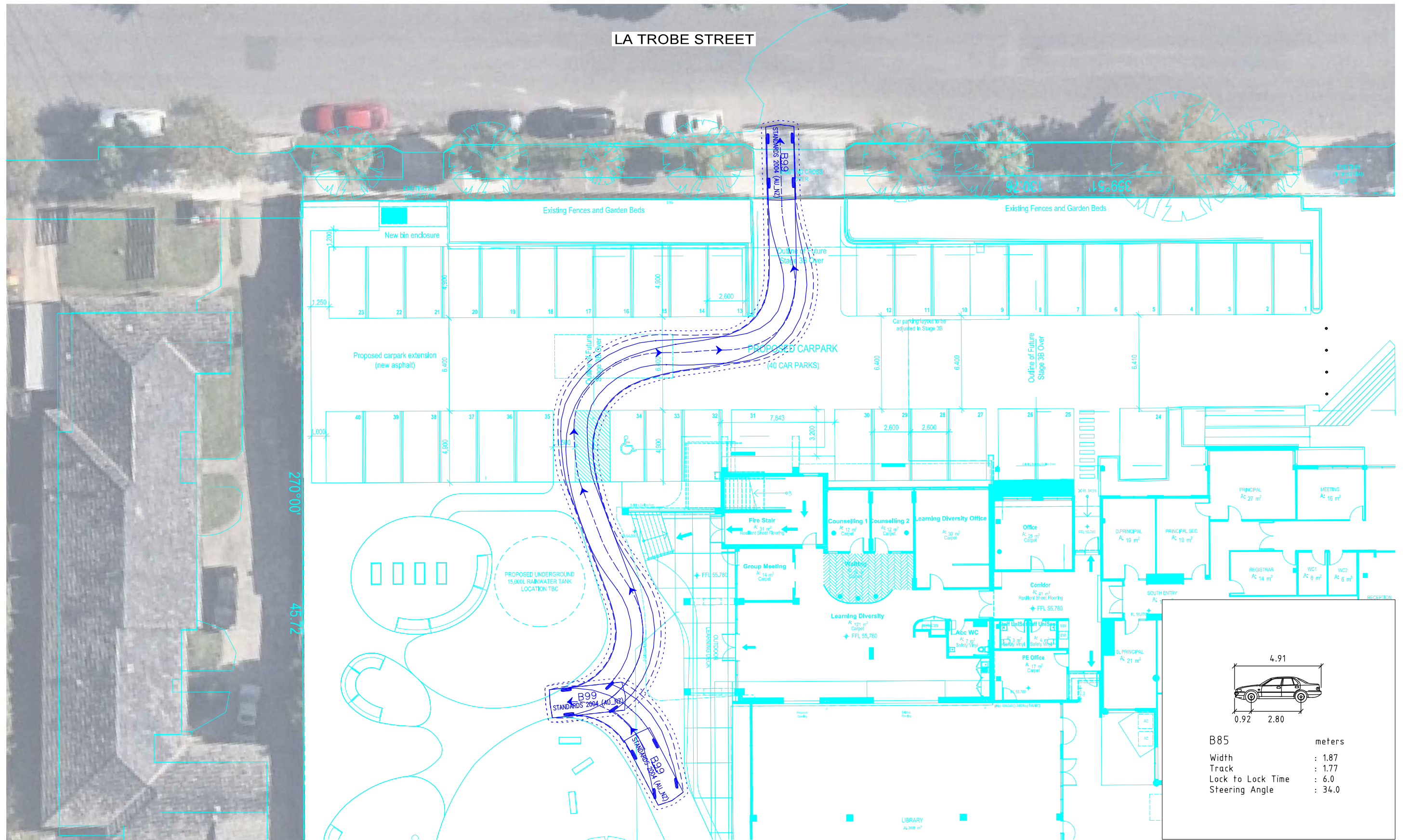
Swept Path Assessment

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15

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ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	GL	AA	22.07.21	PRELIMINARY ISSUE FOR COMMENT

WARNING
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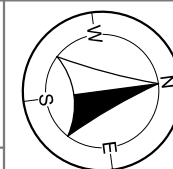
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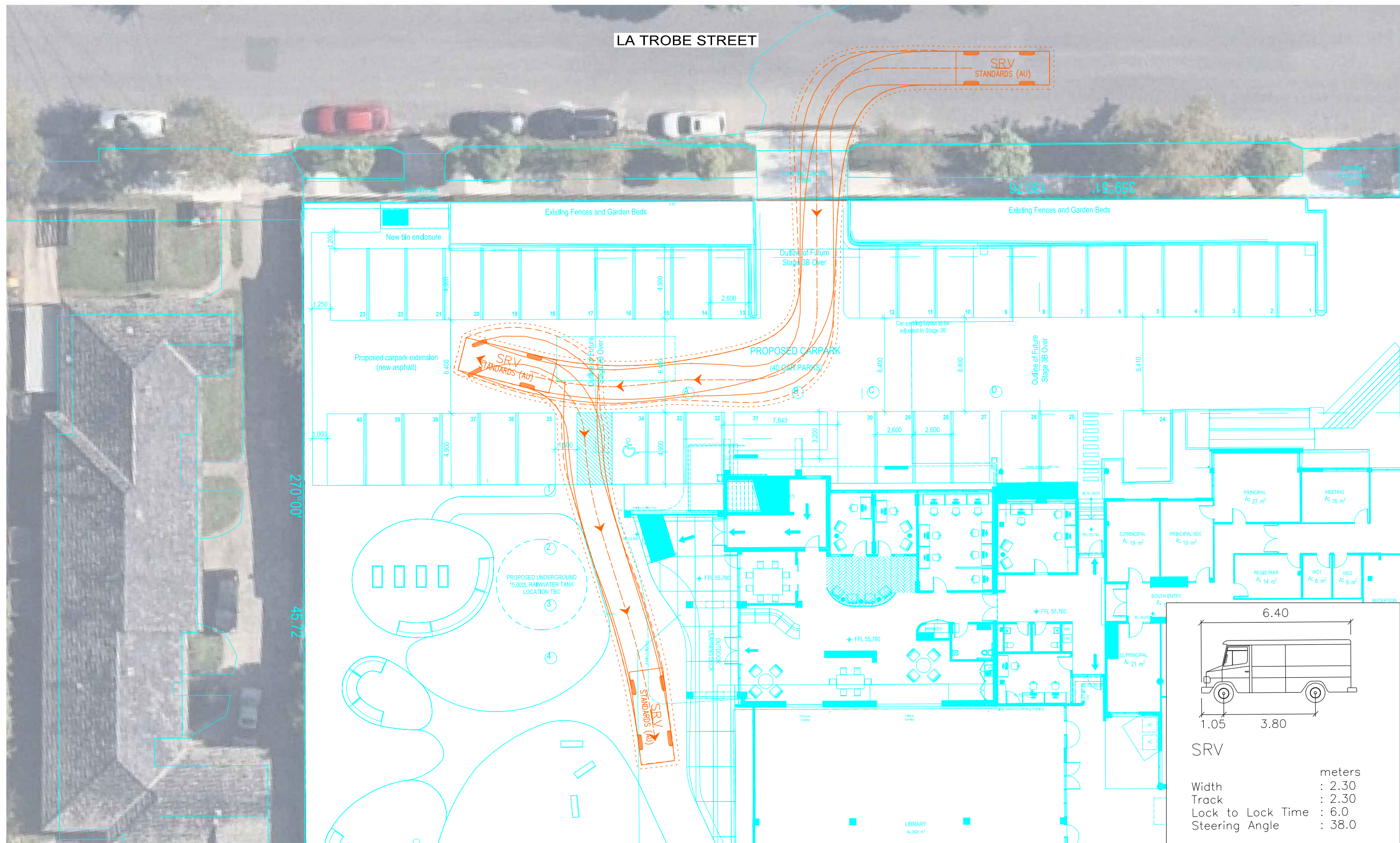
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ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	GL	AA	22.07.21	PRELIMINARY ISSUE FOR COMMENT

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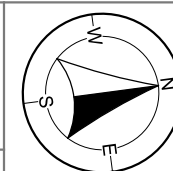
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