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St Kevin's College

Glendalough Campus
Transport Impact Assessment

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Prepared by: GTA Consultants (VIC) Pty Ltd for St Kevin's College

on 18/12/2020

Reference: V175263

Issue #: D

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Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. INTRODUCTION

1.1. Background & Proposal

Planning approval is currently being sought for building and works at St Kevin's Glendalough Junior Campus, on land at 73-75 Lansell Road, Toorak.

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A summary of the proposed works are provided as follows:

- Construction of a new underground car parking area with 133 spaces, relocation of 35 existing on-site car parking spaces and the retention of 1 existing car parking space for people with disabilities (representing a net increase of 115 spaces¹ from existing conditions).
- A new pick up/drop off area that features 11 parallel parking spaces and an additional 5 angled spaces to the east of the site, representing an increase of 8 to 10 dedicated drop-off and pick-up spaces with a clear through lane as compared to the current operation.
- Provision of a dedicated traffic warden to be on-site between 2:30pm and 3:30pm on school days. They are to manage the:
 - operation of the drop-off and pick-up zone to ensure compliant and efficient usage,
 - monitor parking within the surrounding local road network and document any inappropriate parking behaviour, and
 - take necessary action with parents or guardians that park inappropriately (e.g. verbal and written notification, referral to the City of Stonnington Local Laws team, and establish alternative (delayed) pick-up arrangements).
- Undercover drop off waiting area in undercroft
- New two-storey extension to be built partially covering the existing staff parking area
- Reconfiguration of existing learning areas
- Multi-purpose learning space to house general learning areas, primary school science labs, general meeting rooms and a main office.

In respect to the proposed operation of the new car park, St Kevin's intends for this to be used by permanent and visiting staff only of both Glendalough and Heyington campuses, however it is noted that no access to the basement car park is proposed to be permitted during peak drop-off and pick-up periods. During the weekday late afternoons/evenings when the typical school day has concluded and on weekends, St Kevin's propose to allow this car park to be available to various school functions and parent information nights (for both Glendalough and Heyington campuses).

A new synthetic grass recreation area is proposed on top of the new car park however information provided to GTA indicates that this will not be available to the public (i.e., St Kevin's use only) and therefore will generate no additional car parking or traffic when in use.

It should also be noted that the application includes the addition of a Grade 4 class comprising 26 students and an additional teacher.

¹ This also includes the additional new 11 x pick up/drop off parallel car parking spaces and 5 x pick up/drop off angled car parking spaces on the ground floor level.

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1.2. Purpose

The report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

1. Existing transport infrastructure and operating conditions of the school
2. Suitability of the proposed parking in terms of supply (quantum) and layout
3. Suitability of the proposed pick up drop/off facility design and functionality
4. Future transport infrastructure and operating conditions of the school.

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1.3. References

In preparing this report, reference has been made to the following:

- Stonnington planning scheme
- Plans for the proposed development prepared by Chandler Architecture, drawing nos. TP00-TP25, Rev D, dated 27 July 2020
- Council's transport and parking referral memorandum (dated 16 January 2020)
- GTA letter 'St Kevin's Glendalough Junior Campus – Transport Engineering Review', dated 15 July 2020
- GTA memorandum 'St Kevin's Glendalough Junior Campus – Review of Proposed Amendments to the Drop Off and Pick Up Zone', dated 13 July 2020
- Australian Standard / New Zealand Standard, Parking Facilities (AS/NZS 2890)
- An inspection of the site and its surrounds at peak drop off and pick up periods
- Existing operating conditions information provided by St Kevin's Glendalough (primary school) campus
- Other documents as nominated.

2. EXISTING CONDITIONS

2.1. Location

The subject site is located at 73-75 Lansell Road in Toorak. The site is approximately 18,000sqm in size with an 180m frontage to Lansell Road and is located within a General Residential Zone – Schedule 8 (GRZ8).

The site is occupied by St Kevin's Glendalough (primary school) campus. Surrounding land uses to the south and west are predominately residential, with the exceptions being Heyington Railway Station and St Kevin's Heyington (Senior) campus, approximately 200m and 400m southeast of the subject site, respectively. The Yarra River and railway corridor comprise the north and east boundaries of the site.

The location of the subject site and the surrounding environs are shown in Figure 2.1 and Figure 2.2.

Figure 2.1: Subject Site and Environs (Aerial)



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Figure 2.2: Subject Site and Environs (Locality)



2.2. Transport Network

2.2.1. Road Network

Lansell Road is a local street (under Council control) aligned in an east-west direction past the subject site, continuing as Heyington Place at the eastern end of site, changing to a north-south alignment. The roadway generally has kerb-to-kerb width of approximately 10m, enough to simultaneously accommodate kerbside parking and two-way traffic movements.

A median island is provided at the eastern end of Lansell Road (at Heyington Place) with complimentary 'No Stopping' restrictions, which help ensure that the corner is kept clear and the conflict between opposing directions is minimised. The island does allow for full access from the school's eastern access point, which is located at the apex of the corner with good sightlines along both Lansell Road and Heyington Place. Access to/from Lansell Road is discussed in further detail in Section 3.1 of this report.

A 40 km/hr posted speed limit applies in the vicinity of the site.

2.2.2. Active Travel Network

The subject site has excellent access to public transport, notably Heyington Railway Station, which is located approximately 200m southeast of the site. There is a clear and direction existing pedestrian link to the school. Heyington Railway Station is served by the Glen Waverly line (further detail provided in Section 3.2 of this report).

2.2.3. Safety Review

A review has been undertaken of the VicRoads CrashStats database which indicates that there have not been any reported casualty accidents on Lansell Road in the vicinity of the school in the last five years of available data.

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2.3. Car Parking and Access

2.3.1. On-Site Parking

The school currently² provides a total of 35 on-site car parking spaces, located in both the western car parking area and also on the southern side of the existing pick up/drop off area in a dependant parallel design.

Based on information provided by St Kevin’s, there is reliance on publicly available on-street car parking within the vicinity of the site to provide the overspill car parking demand currently generated by staff and visitors.

In addition, there are currently four on-site bicycle parking spaces provided within the school grounds.

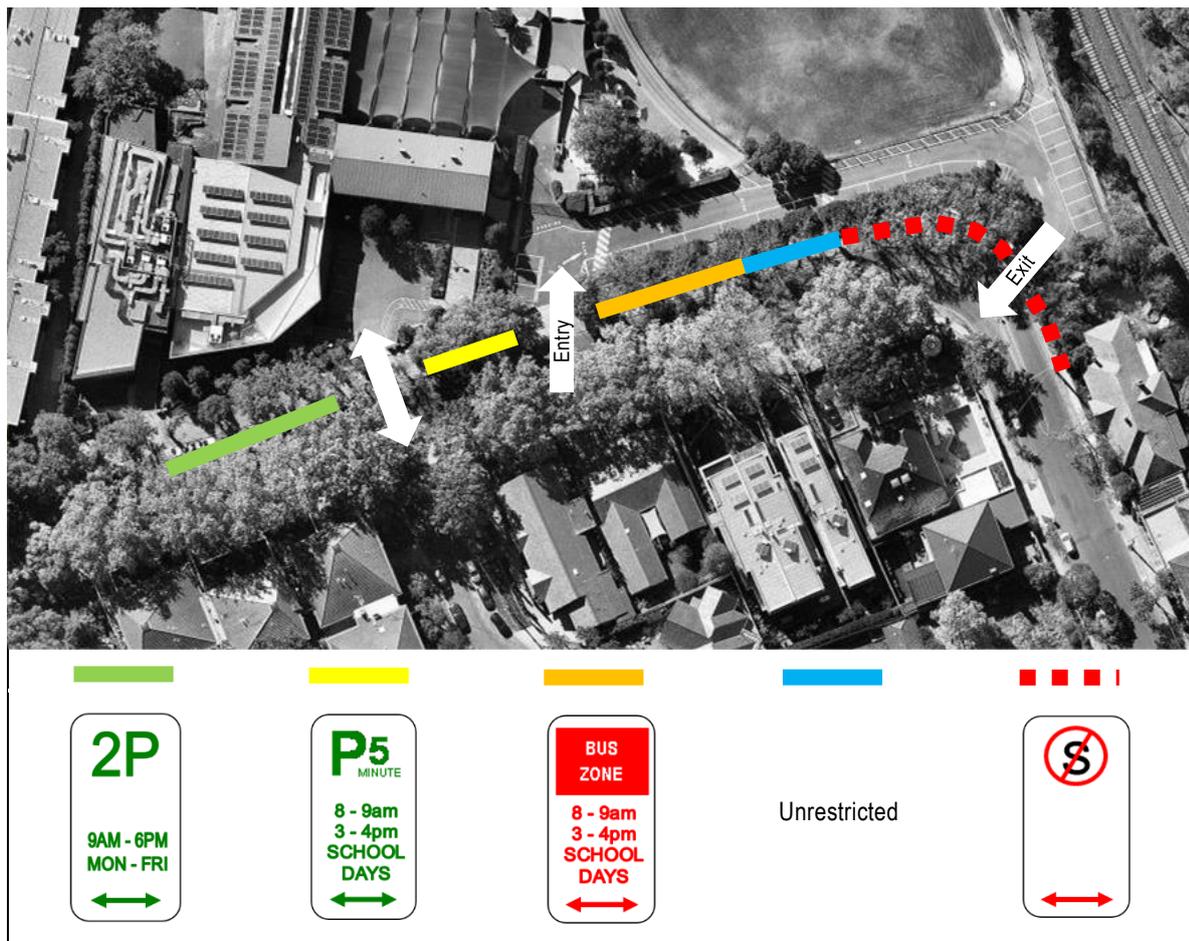
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2.3.2. On-Street Parking and Access

On-street parking along the Lansell Street frontage contains ‘Bus Zone’ and ‘P5 min’ restrictions during peak school drop-off and pick up times. More broadly, on-street parking on surround residential streets is largely controlled with two-hour restrictions (2P 9am-6pm, Mon-Fri) which limit opportunity for these spaces to be used for long-term parking during the day on weekdays.

On-street parking and existing vehicular access points along the Lansell Road frontage are shown in Figure 2.3.

Figure 2.3: Parking Controls at School’s Frontage and Vehicular Access Locations



² It is noted that during early-2020, due to the sewer upgrade works being undertaken, the on-site parking area is temporarily unavailable for use.

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As shown, there is currently a mix of five alternate restrictions at the school's frontage, with the section subject to five-minute parking operating as an informal on-street drop off and pick up zone.

As shown in Figure 2.3, the western crossover allows two-way movements for staff car parking use, with separate entry (central) and exit (eastern) crossovers to primarily facilitate access for pick up/drop off, as well as some staff and visitor car parking.

2.4. Specific School and Class Information

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A summary of the specific School and Class information provided by St Kevin's is provided:

- There are two classes in each year level between Prep and Grade 4.
- In Grades 5 and 6, there are a total of five classes for each year level.
- There is a total of 521 students that attend the School (as of August 2019) over approximately 450 families .
- Additionally, there are a total of 67 teachers that work the School (as of August 2019) , including administration and part time staff.
- Staff and students use four modes of transport to travel to and from school, being public transport, private vehicle, bicycle and walking. Further analysis in relation to the current mode splits of travel is provided in Section 3 of this report.

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3. CURRENT TRANSPORT MANAGEMENT

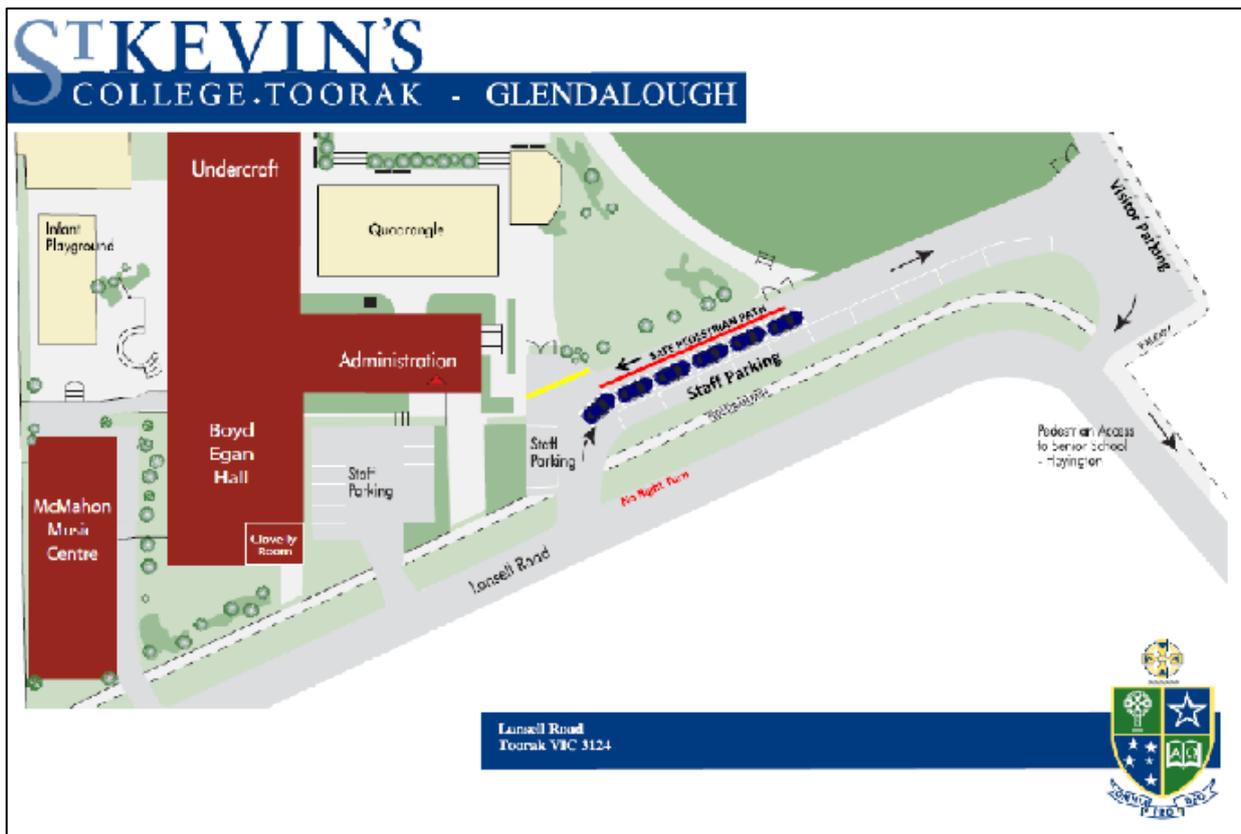
St Kevin's representatives have provided information regarding their current traffic and parking management arrangements at the internal Drop off and Pick up area, and mode of travel of both staff and students to this campus as discussed.

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3.1. Drop Off and Pick Up Management

St Kevin's currently manage their internal Drop Off and Pick Up ('Kiss 'n' Drop and Kiss 'n' Collect') zone which operates in a one-way (westbound) direction from Lansell Road, as shown in the excerpt in Figure 3.1.

Figure 3.1: St Kevin's Kiss 'n' Drop and Kiss 'n' Collect Zone Diagram



The school actively communicates with parents and guardians the operation of the 'Kiss 'n' Drop and Kiss 'n' Collect' zone, with information on the times of operation, guidelines to follow, and directions for pedestrian access via a promotional flyer. This was introduced by the school seven years ago.

For reference, a copy of the abovementioned flyer is provided within in Appendix A of this report, with a photo of pickup/drop off operations provided in Figure 3.2.

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Figure 3.2: St Kevin's Kiss 'n' Drop and Kiss 'n' Collect Zone Photo



Site visits undertaken by GTA at peak times confirm that the internal parking the zone operates in a safe and efficient manner, noting that there was some queueing in the surrounding road network, as shown in below Figure 3.3.

However, this queue was observed to dissipate in a 15 to 20 minute period, typical of a school during peak periods in metropolitan Melbourne.

Figure 3.3: Afternoon Peak, Lansell Road Looking East towards St Kevin's



On-site observations also indicate that on-street car parking demands are high during the peak periods that occur during pick up and drop off, presumably due to the limited on-site car parking within the school.

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3.2. Current Mode of Travel Behaviour

In order to quantify the travel behaviour of students and teachers to the Glendalough campus, a spot survey was undertaken on Wednesday 7 August 2019 of all students and staff at the campus by St Kevin's representatives.

For reference, the full results of this survey are attached in Appendix B of this report, with a summary provided below.

3.2.1. Students

A total of 499 students were on-site for the survey and their mode of arrival and departure recorded. In summary, the results showed that of the 998 movements recorded³:

- 56%, or 554 movements were via private vehicles (noting that several students share a vehicle, such as students from the same family)
- 42%, or 421 movements were via public transport
- the remaining 2%, or 23 movements were via walking or cycling.

Compared to typical primary schools, these results confirm a very high proportion of students use the nearby Heyington Station for travel to and from the school, which is actively promoted and facilitated by the school. In addition, this is supported by the existing segregated footpath which provides a safe link between the station and the school, as shown in Figures 3.4 and 3.5.

Figure 3.4: Student Access looking West, towards Heyington Railway Station



Figure 3.5: Student Access looking North, towards the School Access Gate



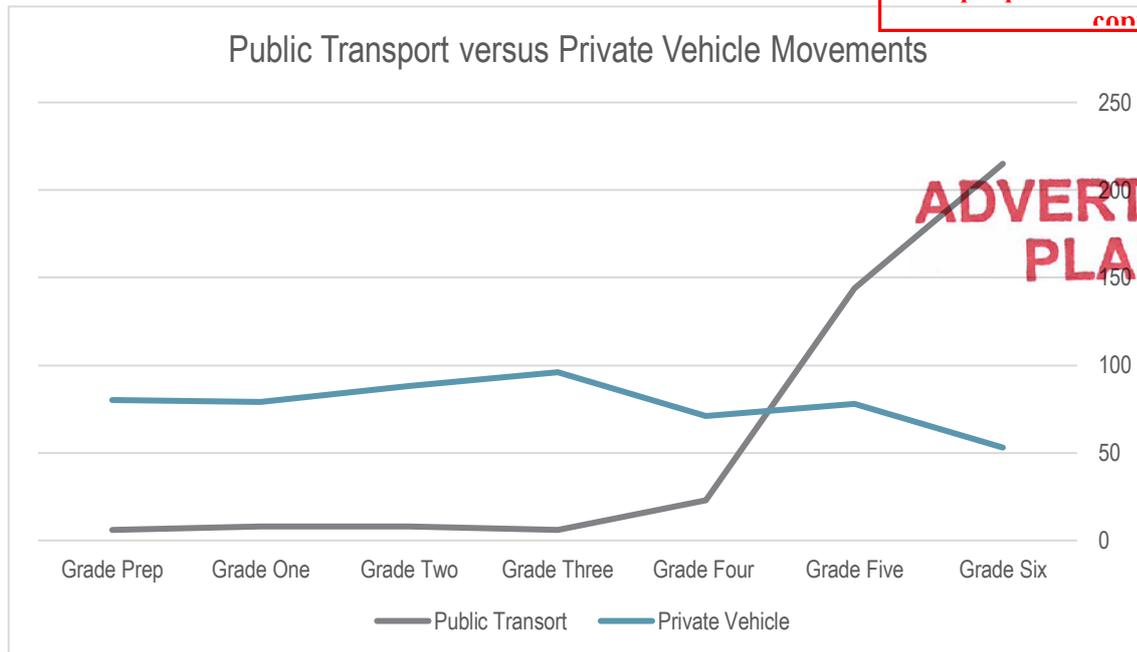
Further analysis of the survey results by year level indicates that the use of public transport increases significantly from Grade 4, with a very high proportion of trips in the higher grades undertaken by the train, as shown in Figure 3.6.

³ It should be noted that the results were modestly adjusted to balance, that is, to remove the small number of 'half' movements, that represent a student or staff member taking a different mode to arrive and depart.

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Figure 3.6: Analysis of Public Transport versus Private Vehicle Travel by School Grade [1]



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[1] Note that walking and cycling were omitted from the analysis due to their small proportion of trips

It should also be noted that the school facilitates yearly presentations from PTV to explain and encourage public transport usage by students.

3.2.2. Staff

A total of 67 (comprising 47 full-time and 20 part-time) staff were surveyed on their mode of travel.

In summary, the results showed that:

- 51 staff travel to school via private vehicle (76%)
- 11 staff used public transport (16%)
- Seven used travel to school via active transport (walking or cycling).

3.3. Summary

In summary, a review of the current operation of the school indicates that:

- The on-site 'Kiss 'n' Drop and Kiss 'n' Collect' currently operates in a safe and effective manner given the current on-site constraints.
- There is a very high proportion of students that utilise public transport to travel to and from the school compared to typical primary schools, with uptake for this mode typically undertaken from Grade 4 onwards.
- About a quarter of staff use public transport, cycle or walk to the campus.

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4. PARKING, LAYOUT & ACCESS ASSESSMENT

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4.1. Parking Provision

4.1.1. Car Parking

Table 1 of Clause 52.06 of the Stonnington Planning Scheme lists parking requirements for various land uses. A statutory car parking requirement of **one space to each employee that is part of the maximum number of employees on the site at any time** is listed for a Primary School land use.

Accordingly, as the proposal will result in an additional staff member for the additional Grade 4 class, the proposal generates a statutory minimum requirement of one additional on-site car parking space. The proposed redevelopment will result in a reallocation of some existing car parking spaces within the campus grounds, however the construction of a new underground car parking area with 133 spaces represents a net increase of 115 spaces across the site¹. As such, the minimum statutory requirement is met (and exceeded).

4.1.2. Bicycle Parking

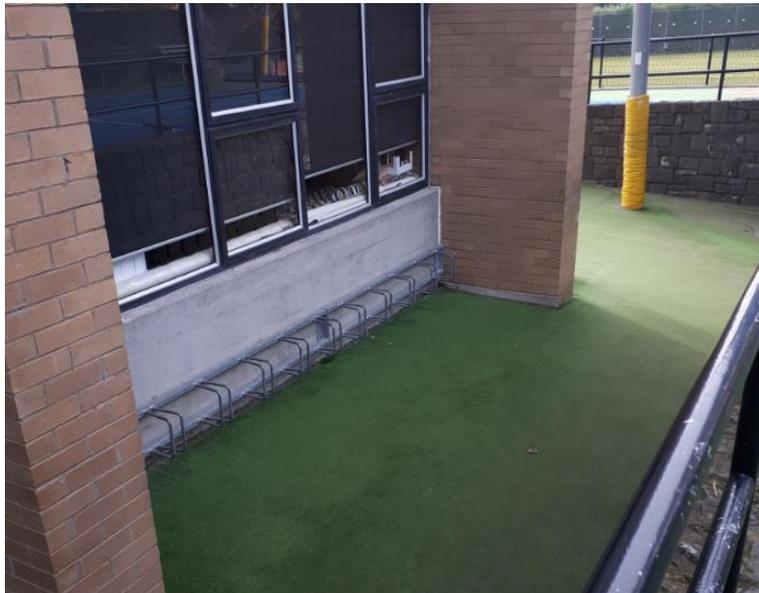
Statutory Requirements for the provision of bicycle parking are set out in Clause 52.34 of the Stonnington Planning Scheme. A statutory bicycle parking requirement of **one space to each 20 employees** is listed for a Primary School land use for staff. There is no statutory requirement for students as the rate is pursuant to Grade 5 and 6 students only and the proposed additional class is Grade 4.

In order to continue to promote non-vehicular travel to and from the school for both students and staff, a total of 16 bicycle parking spaces are proposed within a secure area in the new on-site car park. It is also noted that there are 11 existing bicycle parking spaces, shown below in Figure 4.1, at the school which are not identified on the plans.

Therefore, there will be a total of 27 bike spaces post-development, comprising 16 new spaces in the basement and the 11 spaces currently provided in racks on the school grounds.

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Figure 4.1: On-Site Bicycle Parking Racks



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This provision for bicycle parking is well in excess of the statutory requirements associated and is considered appropriate and likely to continue to encourage increased travel by bicycle to and from the school.

4.2. Layout Design

The proposed parking areas, pedestrian access and vehicular access arrangements are discussed in turn below.

4.2.1. Basement Parking Area

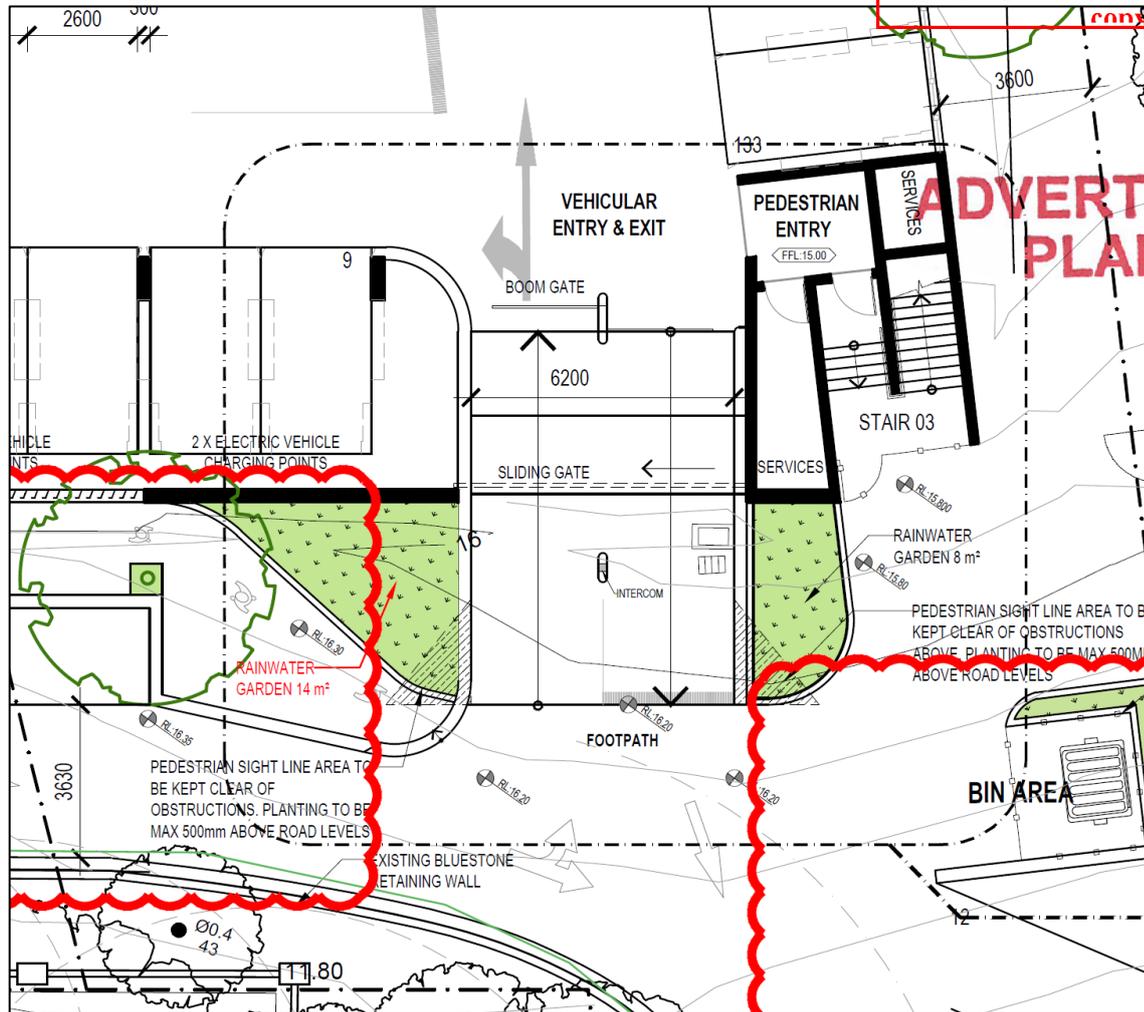
The basement parking area has been designed in accordance with the respective requirements of the Stonnington Planning Scheme and the Australian Standards, as follows:

- Parking bays have dimensions of 2.6m width, 4.9m length accessed via a 6.4m wide aisle.
- Accessible parking bays are in accordance with the respective requirements of the Australian Standard 2890.6:2009, including shared areas being 2.4m wide and 5.4m in length.
- Columns are positioned in accordance with diagram 1 of clause 52.06 of the Stonnington Planning Scheme offset by 0.25m from the open end of the car parking space.
- Accessway grades and widths are in accordance with the Stonnington Planning Scheme within the basement and the access point, noting the initial grade of 1 in 10 for the first 5m to provide an area for motorists to stop and prop and ensure the area is clear of pedestrians prior to departure. Both lanes of the ramp to the basement car parking area are 3.0m in width, as shown in Figure 4.2.⁴

⁴ It is noted that ramp grades are not shown on the current plans, however the ramp layout is unchanged from the previous iteration of plans.

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Figure 4.2: Car Park Access



- Pedestrian sight splays are provided on both sides of the ramp with obstructions in the rain garden with these areas to be kept below 500mm (lower than the corresponding maximum height in the Stonnington Planning Scheme) and would therefore be expected to maximise safety to pedestrians.
- Egress movements from the basement car park are proposed to be managed by a give-way control, supported with signage and line marking to control motorists on their approach to the pedestrian crossing at the car park access point, as shown in the Car Parking Management Plan (Appendix E).
- A minimum head clearance in excess of 2.1m throughout the basement parking area and access.
- All accessways have been designed to accommodate simultaneous two-way travel, except two sections where the accessway narrows to 4.0m wide⁵, in these areas it is proposed to manage traffic to be in one direction only, as shown in the Car Parking Management Plan (Appendix E).

In summary, the basement parking area has been designed and is in fully accordance with relevant standards and is considered satisfactory.

As shown in Figure 4.2, access to the car park is controlled with a boom and sliding gate. During pick up/drop off times, this parking is proposed to be closed and not available to parents or guardians dropping off or collecting students. Staff

⁵ In order to retain a tree on-site

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will be issued cards/remotes to allow for access with an intercom provide to allow for visitor access outside the pick up/drop off times, as discussed in further detail below and included in the Car Parking Management Plan (Appendix E)

4.2.2. Visitor Parking

It is proposed to allocate 20 spaces to long-term visitors and contractors (to ensure that the drop-off and pick-up zone spaces are clear during peak periods), with the remaining 113 spaces used by a mix of Glendalough and Heyington St Kevin's staff members.

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4.2.3. DDA Spaces

A total of four DDA spaces are proposed within the new underground parking area. All of the spaces are designed in full accordance with the relevant Australian Standards (AS2908.6:2009) with adjacent shared areas and bollards. Additionally, an existing disabled car parking space will remain to the west of the new pick up/drop off area.

It is understood that the spaces are to be managed by the school on an as-needs basis for users the require them, including students.

However, in accordance with the Car Park Management Plan, the DDA spaces within the basement are not to be used for Pick-Up and Drop-Off activities between 8-8:30am and 3-3:30pm on school days.

4.2.4. Pick Up/Drop Off Parallel Spaces

The new proposed parallel car parking spaces to facilitate pick up/drop off have been designed to be 2.3m in width and 6.1m in length, noting that the first space is 5.4m in length and the end space is 6.4m in length.

This is in accordance with the dimensional requirements specified within the Australian Standards for Off-Street Car Parking (AS2890.1-2004) for angled space design.

4.2.5. Pick Up/Drop Off Angled Spaces

The new proposed angled pick up/drop off car parking spaces have been designed to be 2.6m in width and 6.5m in length, accessed from a minimum 5.1m wide aisle, which exceeds the dimensional requirements specified within the Australian Standards for Off-Street Car Parking (AS2890.1-2004) for angled space design.

4.2.6. Summary

The new car parking areas have been designed adequately and swept paths for vehicle circulation and access are provided in Appendix C of this report.

4.3. Access

4.3.1. Pedestrian Access

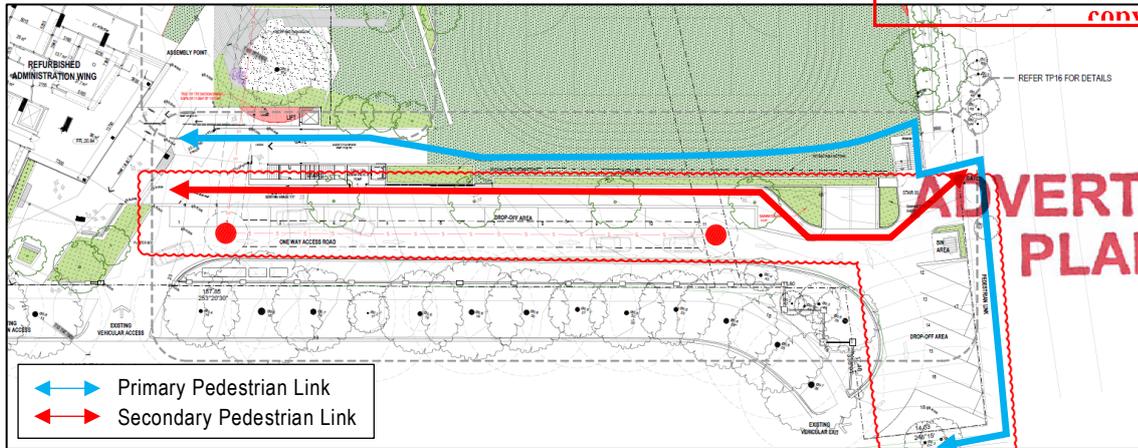
Given the existing high public transport usage by students, pedestrian access to the campus is proposed to remain largely unchanged with the existing connections to the nearby pedestrian network (and Heyington Station).

Students arriving to the side gate from Heyington Station will be directed by signage to access the school via the new sporting field (i.e. physically separated from the parking areas) under normal circumstances. Should there be an inability to use the stairs (due to a disability, injury, prams, etc.), a secondary pedestrian link can be utilised along the footpath provided to the north of the parallel pick up/drop off bays.

The above is illustrated in Figure 4.3.

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Figure 4.3: Pedestrian access to/from Heyington Station



4.3.2. Vehicular Access and Loading Arrangements

In order to maintain consistent crossover locations to not impact adjacent residences, vehicular access points to/from Lansell Road are not proposed to change, and will continue to involve:

- a one-way arrangement from the western access to the eastern access to the car park, and
- two-way access to the main administration building and loading area.

The loading area, located at the school’s main office, is expected to be able to continue to accommodate the loading and unloading requirements of the proposal.

Furthermore, the bin storage area is now proposed to be formalised and enclosed in an area to the north of the angled pick up/drop off spaces. This is generally consistent with existing conditions in terms of location and waste collection, noting a more formalised arrangement post-development.

5. CAR PARKING MANAGEMENT & TRAFFIC IMPACT

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5.1. Proposed Parking Management

5.1.1. Basement Car Park

St Kevin's has provided information as to their intentions for the management of their basement car park, as follows:

- The basement car parking area is proposed to accommodate all long and short-term parking and visiting staff parking requirements of the St Kevin's Glendalough (primary school) campus as a priority.
- Any residual free spaces are anticipated to be allocated to staff parking demand from the nearby Heyington campus.
- The car park will also be available for parents and visitors outside school operating times, for activities such as parent information sessions, performances and teacher interviews. This is not the primary intent of the car park and these sessions are expected to be minimal.

Having regard to the above measures, this is expected to greatly improve on-street car parking conditions on Lansell Road and Heyington Place for the general public given that car parking demands will be fully able to be accommodated on-site under post development conditions noting the existing staff car parking demands specified in Section 3.2.2. of this report.

Furthermore, it is noted that no access to the basement car park is proposed to be permitted during peak drop-off and pick-up periods, given the following factors:

- The footpath at the basement ramp is a key link to nearby train services and spaces to the east and therefore likely to be subject high pedestrian demands and movements.
Creating additional pick up spaces in the basement will unnecessarily create a safety conflict point between pedestrians (particularly children) and short term drop off and pick up vehicles, and
- The visual change from the basement level for a motorist, involving a 1 in 10 ramp and change in environmental (lighting) conditions.

On balance, provision for access to the basement during the peak period is considered to represent an unacceptable risk to child safety, particularly given the expected improvements associated with the proposed drop-off and pick-up zone.

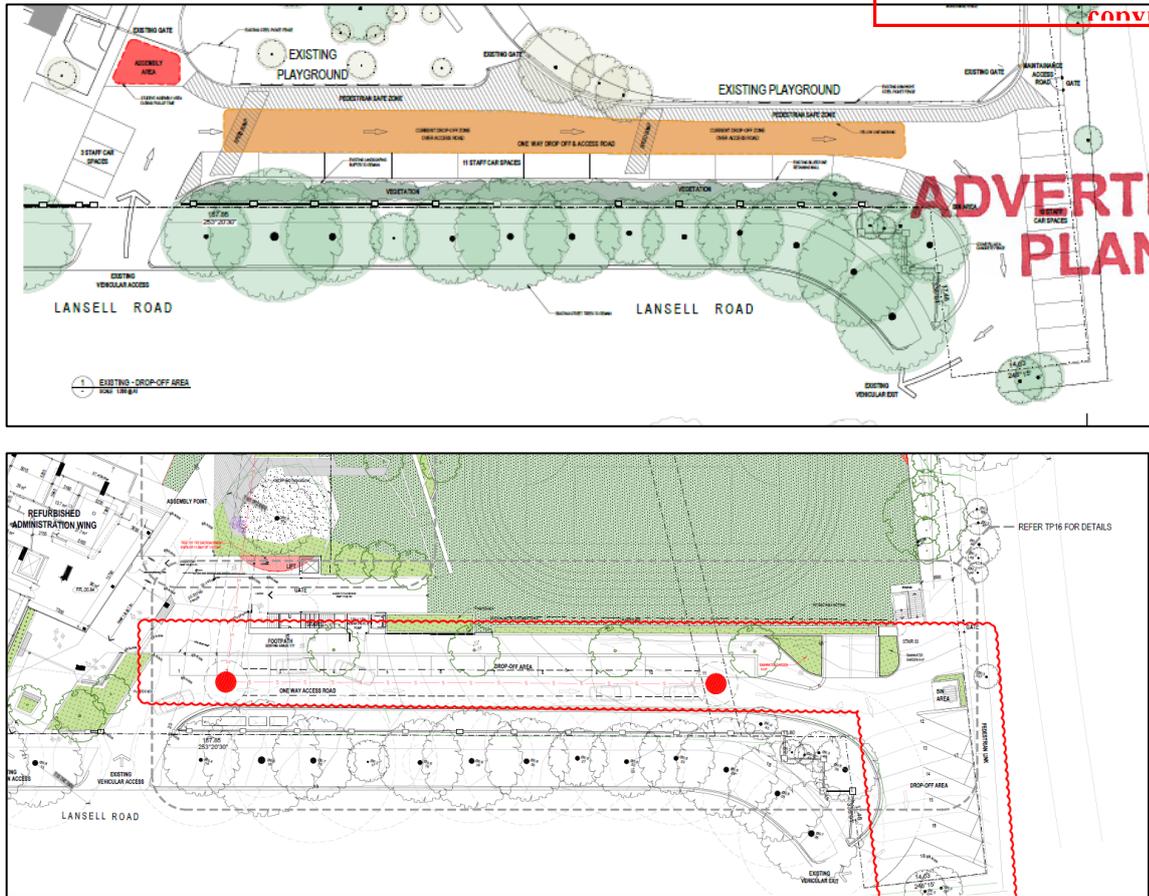
These management arrangements are formally included in the prepared Car Parking Management Plan, which is attached in Appendix E.

5.1.2. Drop Off and Pick Up Area

For reference, a diagram illustrating the existing (north) and proposed future (south) pick up drop off design, as well as ramp access to the basement car park is provided in Figure 5.1.

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Figure 5.1: Pick Up/Drop Off Existing and Post Development Design Comparison



The on-site 'Kiss 'n' Drop and Kiss 'n' Collect' is proposed to be configured in a manner generally similar to the current arrangement, except for:

- Removal of the car parking spaces on the southern side and the provision for a clear through lane, reducing congestion and the risk of conflict between pedestrians and motorists and allow through traffic to access the basement car parking area. Additionally, this will allow vehicles who have picked up/dropped off to exit and not be held up in a queue unnecessarily and therefore reduce queueing on Lansell Road.
- Reconfiguration of the existing staff spaces on the east of the site into five pick-up/drop off angled car parking spaces.
- The provision for canopies for students in the designated waiting area. Furthermore, the kerbing will grade separate students from vehicles to improve safety when compared to existing on-grade conditions.

The potential changes represent an increase of 8 to 10 dedicated drop-off and pick-up spaces with a clear through lane as compared to the current operation of the site.

In addition to these potential changes, it is proposed that the school engage a dedicated traffic warden to be on-site between 2:30pm and 3:30pm on school days. They are to manage the:

- Operation of the drop-off and pick-up zone to ensure compliant and efficient usage,
- Monitor parking within the surrounding local road network and document any inappropriate parking behaviour, and
- Take necessary action with parents or guardians that park inappropriately (e.g. Verbal and written notification, referral to the City of Stonnington Local Laws team, and establish alternative (delayed) pick-up arrangements).

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It is also proposed that parents and guardian undertaking drop-off and pick-up activities be issued a sticker to display on their vehicle to enable identification at all times.

5.1.3. Queuing Management

Changes are proposed to the management to the management of the 'Kiss 'n' Drop and Kiss 'n' Collect' zone, as follows:

- Further reminders to avoid queuing and 'double parking' on Lansell Road.
- Critically, it is proposed to limit parking in the zone to two minutes, with parents and guardians advised to leave the zone after this time, increasing the queueing capacity in the zone.

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These changes are shown in the updated flyer that describes the operation of the zone as shown in Appendix D, and are included and in the Car Parking Management Plans (Appendix E).

Additionally, the proposed traffic warden will assist with the set-up of the drop off and pick up zone by managing the eastern area to be open from 2:45pm for use as part of the drop off and pick up system. Following this, the drop off zone will be formally opened to parents at 3:00pm each day (currently not permitted to enter the school land until 3:15pm when school finishes) to enable accommodation of the queue that currently occurs on-street prior to the school gates being opened.

The 16 spaces would be expected to accommodate a queue in the order of approximately 100m and reduce the existing queue caused by motorists that wait on Lansell Road prior to the drop-off and pick-up area being opened.

In order to quantify the potential reduction in queueing during operation, further analysis has been undertaken using the following assumptions:

- A current supply of 8 spaces used for drop-off and pick-up activities
- A future supply of 16 spaces used for drop-off and pick-up activities,
- A service rate of 1 min 30 seconds⁶ in the area (i.e. The time taken for a motorist to arrive at a bay, collect a student and then depart), considered appropriate based on the current management arrangements where motorists must remain in their vehicle and where a student is identified with a sticker on the vehicle, and
- An average vehicle length of approximately 6 metres, to determine the expected reduction in queue.

Based on the above, the rate of vehicles serviced and the corresponding reduction in queue expected for the proposed operation versus the current operation is summarised in Table 5.1.

Table 5.1: Summary of Vehicles Service and Queue Reduction, Current System versus Proposed System

Time Period	Vehicles Serviced			Approx. cumulative reduction in queue (m)
	Current System	Proposed System	Difference (+/-)	
1m 30s	8 vehicles	16 vehicles	+ 8 vehicles	50m
5 mins	26 vehicles	52 vehicles	+ 26 vehicles	160m
10 mins	53 vehicles	106 vehicles	+ 53 vehicles	310m
15 mins	80 vehicles	160 vehicles	+ 80 vehicles	480m
20 mins	106 vehicles	213 vehicles	+ 106 vehicles	644m

⁶ This service rate is considered to be entirely appropriate (potentially could be considered slightly conservative on the high side) given the management of this area by the school and indeed it is expected that the service time will be improved post development due to the raised pathway that allows students to move to the vehicle more easily and reduce walking distance once called.

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Having regard to the above, the proposed drop-off and pick-up-zone would be expected to result in increased number of vehicles serviced by the zone, and therefore resulting in a reduction to overall queue length.

Overall, the proposed changes are considered to be a significant improvement on the existing configuration given that it is anticipated to remove on-street parking reliance, reduce congestion, improve internal operation and be safer for students and staff.

5.1.4. Summary

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Further to the increase in capacity described above, the following factors are also noted as to the operation of the future arrangement versus the current operation:

- The proposed clear through lane will increase the opportunity for motorists to find a space and independently undertake a drop-off or pick-up, as opposed to being delayed by the slowest member of the queue as occurs in the current arrangement (i.e. the group of 6-8 vehicles arrive and depart concurrently due to no existing through lane).
- This increase in capacity is well in excess of the anticipated increase associated with the new grade 4 class.
- The traffic warden would be expected reduce the service time by encouraging parents, guardians and students to use the drop-off and efficiently and safely.
- The segregated pedestrian path and kerbing would also be expected to increase the efficiency of the drop-off and pick-up zone by making it more convenient for students to enter vehicles.
- The improvement in operation would be expected to induce demand from motorists that currently park inappropriately in the surrounding road network, reducing concerns from nearby residents.
- The provision of adequate on-site car parking will remove on-street parking reliance and therefore improve Lansell Road traffic conditions.

5.1.5. On-Street Parking

No amendments are proposed to the existing on-street car parking restrictions, noting the non-reliance on public on-street car parking under post development conditions. This is expected to alleviate existing issues experienced by residents around the school, both from an on-street car parking and traffic weaving/movement perspective.

5.1.6. Car Park Management Plan

The formal changes in management to the basement and Drop Off and Pick Up parking areas have been summarised in the Car Parking Management Plan (refer Appendix E).

5.2. Trip Impacts

The proposed development will allow for the facilitation of an additional Grade 4 class comprising 26 students and a teacher. The following assesses the impact of the slight increase in trips to and from the school.

5.2.1. Traffic Impact

Having regard to Section 3.2.1 of this report, 56% of students currently travel to and from the school via car. On the assumption that there are a number of students that have a brother at the school that will travel in the same vehicle, this has been factored down to a 50% (considered to be conservative) mode share via private vehicle. As the highest proportion of staff travel is via car, it has been (conservatively) assumed that the additional staff member will travel via car.

Application of the above on the proposed increase of 24 students and a teacher indicates that an additional 14 vehicles travel to and from the school.

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Having regard the above, the slight increase in traffic generated by the proposal by the addition of one new Grade 4 class is negligible and able to be accommodated by the surrounding road network without significant adverse transport impacts.

On balance, the proposed improvements summarised are expected to adequately mitigate the slight increase of traffic:

- The provision of a through lane in the pick up/drop off zone will provide additional capacity and would therefore be expected to result in a reduction in queuing on Lansell Road. This current arrangement only involves a single shared queuing/pick up/drop off lane. The proposed arrangement will allow for motorists to safely depart as soon as their pick up/drop off activity is completed, rather than being stuck in the queue.
- The provision of adequate on-site car parking will remove on-street parking reliance and therefore improve Lansell Road traffic conditions. This is also the case for after hour parent events where an increased level of visitor parking could also be accommodated on-site.
- The provision of on-site bicycle parking in excess of minimum requirements will continue to promote active travel options in favour of the car.

5.2.2. Public Transport/Active Travel Impact

The additional students are also expected to increase the number of public transport users due to the fact that use of the fixed rail is 42% for existing students. In this respect, the pedestrian pathway to Heyington Station will be maintained and a number of pedestrian routes are available through the school to access this pathway.

Any additional cycling demands from the additional class will benefit from the additional bicycle parking spaces provided within the new basement car park.

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6. SUMMARY AND CONCLUSION

Based on the analysis and discussions presented within this report, the following summary is provided:

- Existing Transport Conditions:
 - Car Parking:
 - 35 on-site car parking spaces are currently provided, including one DDA space.
 - Existing parking demand is greater than the supply, noting that there are 67 teaching staff (including administration and part time staff).
 - Therefore, there is a reliance on on-street car parking for staff/visitors on Lansell Road and Heyington Place, causing congestion for the local community.
 - Pick up/drop off:
 - Lane configuration (south to north) = long-term parallel parking / traffic lane and pick up/drop off / pedestrian lane & holding area.
 - As southern car parking lane is occupied during pick up/drop off, all through traffic is blocked when parents are picking up or dropping of students.
 - Notwithstanding, St Kevin's implement a kiss and drop collection plan to maximise efficiency. This was introduced 7 years ago by the school to improve the on-street conditions and make it safer. It should be noted that St Kevin's currently produce material for parents each year that explains the kiss and drop process, as well as day-to-day monitoring and review of operation of the facility. It is also understood that the school facilitates yearly presentations by PTV to explain and encourage public transport usage by students.
 - Students are required to gather within the school and await being called to the pedestrian lane, noting that there is no grade separation between students in the pedestrian lane and the adjacent traffic lane.
 - It should also be noted that there is no shelter under existing conditions during rainy days.
 - Mode Share:
 - Surveys undertaken in respect to method of travel to/from school are as follows:
 - Students: 56% via private vehicles (noting that several students share a vehicle, e.g. students from the same family), 42% via public transport and 2% via walking or cycling.
 - Staff: 76% via private vehicles, 16% via public transport and 8% via walking or cycling.
 - Considering typical modal splits for primary schools, these results confirm a very high proportion of students use public transport (the nearby Heyington Station) for travel to/from the school, which is actively promoted and facilitated by the school.
 - Further analysis of the survey results indicates that the use of public transport increases significantly from Grade 4 onwards.
- Post Development:
 - Car Parking:
 - The redevelopment will result in a relocation of some existing car parking spaces, however will provide a total of 150 on-site car parking spaces (comprising spaces within the basement, pick up/drop off

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spaces and DDA spaces), which represents an increase by 115 spaces compared to existing conditions.

- The new basement car park is proposed to cater for staff and visiting staff (this has considered music staff and part time attendances). It will also cater for some staff parking associated with the Heyington campus.
 - The new basement car park will also be available for parents at various parent information sessions and events that may occur on weekday evenings and weekends. It is expected that these sessions will be minimal and is not the primary intent of the car park development.
 - Having regard to the above measures, this is expected to greatly improve on-street car parking conditions on Lansell Road and Heyington Place for the general public given that car parking demands will be fully able to be accommodated on-site under post development conditions.
 - The car park has been designed to be in accordance with the relevant Planning Scheme and Australian Standards and allow the safe and efficient movement of vehicles due to the circulating aisles.
- o Pick up/drop off:
- Lane configuration (south to north) will be = through traffic lane / pick up/drop off / pedestrian path and holding area
 - The improvements/benefits of the above proposed pick up/drop off modifications are summarised as follows:
 - Removal of a long-term parking lane to facilitate a through traffic lane. This will allow both through traffic (i.e. staff) to travel through this area to access the basement car park and therefore reduce queuing on Lansell Road (as vehicles will not be required to join the stop and hold queue at pick up/drop off). Additionally, this will allow vehicles who have picked up/dropped off to exit and not be held up in the queue unnecessarily (as per current operating conditions) and therefore also reduce queuing on Lansell Road.
 - The proposed clear through lane will increase the opportunity for motorists to find a space and independently undertake a drop-off or pick-up, as opposed to being delayed by the slowest member of the queue as occurs in the current arrangement (i.e. the group of 6-8 vehicles arrive and depart concurrently due to no existing through lane).
 - This increase in capacity is well in excess of the anticipated increase associated with the new grade 4 class.
 - The traffic warden would be expected reduce the service time by encouraging parents, guardians and students to use the drop-off and efficiently and safely.
 - The 16 spaces would be expected to accommodate a queue in the order of approximately 100m and reduce the existing queue caused by motorists that wait on Lansell Road prior to the drop-off and pick-up area being opened.
 - Reconfiguration of the existing staff spaces on the east of the site into five pick-up/drop off angled car parking spaces to increase the capacity of the pick-up/drop off system.
 - The new footpath/pedestrian holding area will have kerbing to grade separate students from vehicles which will improve safety when compared to existing conditions. This waiting area will also have covering which will improve operating conditions (on rainy days) and therefore improve the operation of the kiss and drop collection and is also expected to assist with reducing queuing on Lansell Road.

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- The changes in management of the 'Kiss 'n' Drop and Kiss 'n' Collect' zone, as shown in Appendix D in conjunction with the improved layout, would be expected to reduce queuing and delays during peak periods.
- The improvement in operation would be expected to induce demand from motorists that currently park inappropriately in the surrounding road network, reducing concerns from nearby residents.
- The provision of adequate on-site car parking will remove on-street parking reliance and therefore improve Lansell Road traffic conditions.
- o Car Park Management Plan
 - In order to help ensure that the on-site parking area are managed in a safe, efficient and appropriate manner, a Car Parking Management Plan has been prepared, as shown in Appendix E.
- Additional items:
 - o The proposed development provides DDA complaint car parking spaces for people with disabilities within the new basement car park and allow convenient access to the school from this car park. It is understood that they are to be managed by the school on an as-needs basis, including for the use of students.
 - o The inclusion of seven electric vehicle charging points within the basement parking area is considered to be an appropriate design inclusion to help encourage more sustainable transport choices.
 - o The stair access next to the car park entry ensures students arriving from the train or Heyington Campus can enter the site safely. Should a student not be able to navigate the stairs, a secondary option of utilising the footpath along the northern side of the pick up/drop off area is available.
 - o New on-site bicycle parking spaces have been designed in accordance with the Australian Standards and are proposed to assist with providing further incentives for staff/students to ride their bike to/from the school and therefore reduce traffic congestion.
 - o Pedestrian connectivity to/from Heyington Railway Station will be maintained in order to allow the continuation safe travel to/from this key transport mode for the school.
 - o No amendments are proposed to the vehicular access points/crossovers in an effort to not create crossover conflicts with adjacent properties.
 - o The loading area, located at the school's main office, is expected to be able to be able to continue to accommodate the loading and unloading requirements of the proposal.
 - o Furthermore, the bin storage area is now proposed to be formalised and enclosed in an area to the north of the visitor car parking spaces to the east of the site. This is generally consistent with existing conditions in terms of location and waste collection, noting a more formalised arrangement post-development.
 - o No amendments are proposed to the existing on-street car parking restrictions, noting the non-reliance on public on-street car parking under post development conditions.
 - o The proposed increase of 26 students and a teacher indicates that an additional 14 vehicles travel to and from the school. The slight increase in traffic generated by the proposal by the addition of one new Grade 4 class is negligible and able to be accommodated by the surrounding road network without significant adverse transport impacts.
 - o On balance, the proposed improvements summarised are expected to adequately mitigate the slight increase of traffic:
 - The provision of a pick up/drop off through lane to assist through movements and existing movements from the parking bays to reduce queuing on Lansell Road.

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SUMMARY AND CONCLUSION

- The provision of adequate on-site car parking will remove on-street parking reliance and therefore improve Lansell Road traffic conditions.
- The provision of on-site bicycle parking in excess of minimum requirements will continue to promote active travel options in favour of the car.

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A. KISS 'N' DROP AND KISS 'N' COLLECT FLYER

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A

Kiss 'n' Drop and Kiss 'n' Collect

Parents wishing to drop off their son and continue on their way will be able to do so via the **Kiss 'n' Drop** procedure.

Kiss 'n' Drop and Kiss 'n' Collect will operate in the Glendalough driveway. This procedure will operate and be supervised between 8.00am - 8.30am and 3.00pm - 3.30pm on school days.

1. Vehicles are to stop in the areas indicated by bollards. Six cars at a time can stop within this area.
2. Boys are to alight / enter the vehicle from only the left hand side as a matter of safety. The first car in must proceed to the first 'speed hump' adjacent to the middle gates.
3. Boys are to have all bags and equipment close at hand to ensure speedy exit from / entry to vehicle.
4. Parents are not to alight from their motor vehicle. Vehicle parking brakes must be engaged during this time.
5. College staff will be supervising students alighting / entering vehicles.
6. At morning drop off, students are then to follow the designated path between the fence and bollards, over the 'yellow line' and into the playground via the gates.
7. At after school pickup, students will wait at the yellow line until given the signal to approach their vehicle using the designated path between the fence and bollards.
8. Drivers are required to enter the driveway **via left hand turn only** as this will keep the south bound lane of Lansell Road clear and assist in the constant and speedy conveyance of cars through the drop off zone.
9. Drivers using the Kiss 'n' Collect area for afternoon pick up, are not to commence queuing until 3.00pm. **Do not 'double park' along Lansell Road while waiting.**
10. Parents are expected to comply with the instructions of the College staff at all times.

Boys walking from Heyington Railway Station are to enter College grounds via the yellow pedestrian path and up along the path between the fence and bollard to the Yellow Line, pass through the main double gates after greeting Mr. Daly. (The reverse of the afternoon procedures).

Pedestrians entering Glendalough via Lansell Road are to do so via the double black wrought iron gates, then cross the yellow line to enter the playground. Pedestrians are not to enter via the driveway.

These procedures are aimed at ensuring student safety and improving traffic efficiency.

The success of these procedures depend on your support and strict compliance.

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SKENING
COLLEGE - TOORAK

GLENDALOUGH
75 Lansell Road
Toorak, 3142
Telephone 9827 9808
Facsimile 9827 7307

WATERFORD
Darlington Parade
Richmond, 3121
Telephone 9421 4319
Facsimile 9421 1088

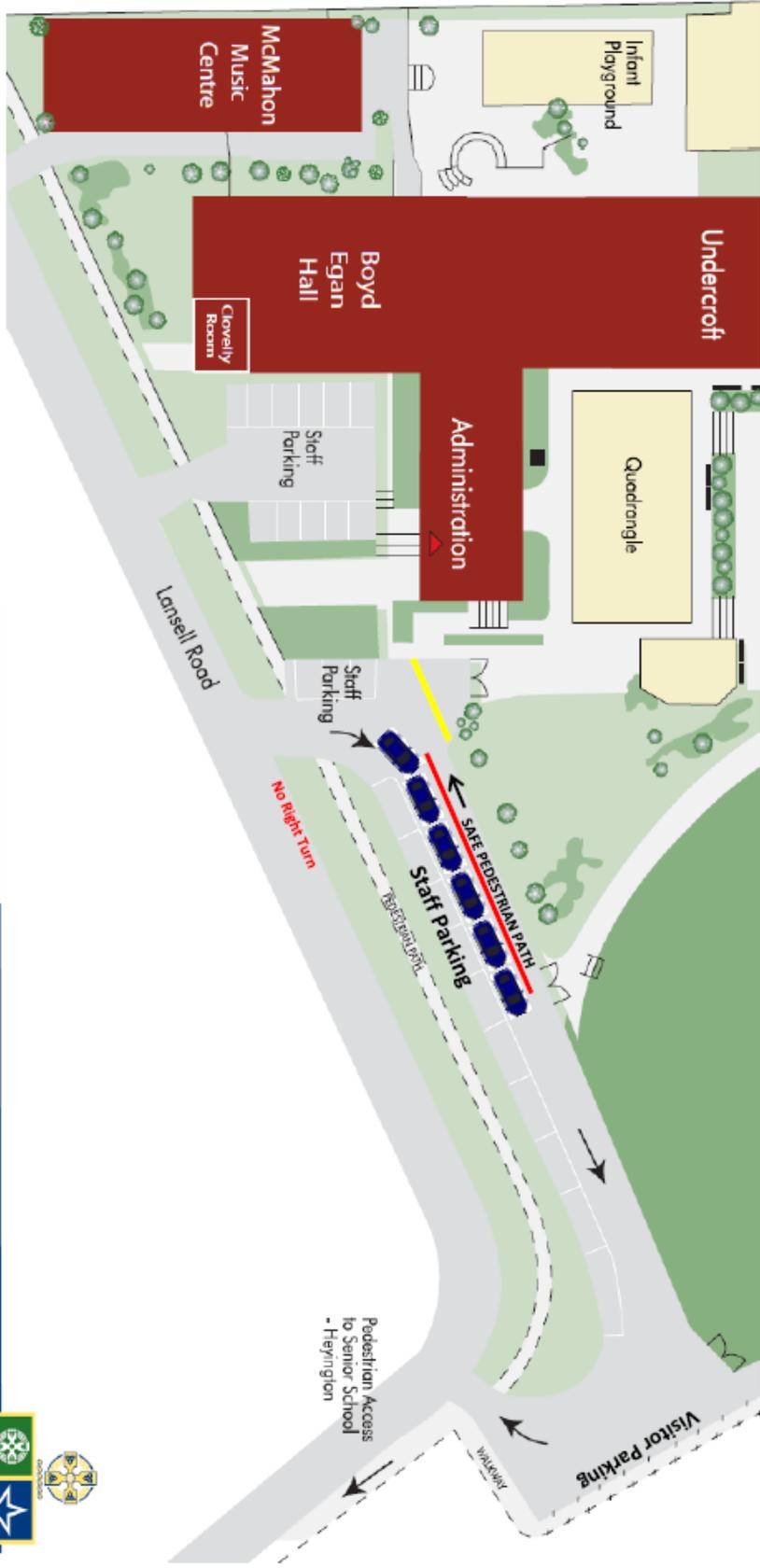
HEYINGTON
Moonga Road
Toorak, 3142
Telephone 9822 0911
Facsimile 9822 3147



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ST KEVIN'S COLLEGE TOORAK - GLENDALOUGH

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Lansell Road
Toorak VIC 3124



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B. STUDENT AND STAFF MODE OF TRAVEL SURVEY RESULTS

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B

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STUDENT TRANSPORT TO AND FROM SCHOOL (as at 7 August 2019)

Year	Public Transport to	Public Transport from	Private Vehicle to	Private vehicle from	Cycle to	Cycle from	Walk to	Walk from	Other
6E	24	24	3	3	1	1	-	-	
6D	20	23	8	5	-	-	-	-	
6C	20	23	7.5	3.5	-	-	0.5	1.5	
6B	21	22	6	5	-	-	1	1	
6A	16	23	9	3	--	-	1	1	
5E	20	21	8	7	-	-	-	-	
5D	14	15	13	12	-	-	1	1	
5C	21	24	7	4	-	-	-	-	
5B	12	17	16	11	-	-	-	-	
5A	10	13	18	14	-	-	-	1	
4B	4	4	20	20	1	1	1	-	
4A	7	8	16	15	-	-	2	2	
3B	2	1	23	24	-	-	-	-	
3A	1	2	25	24	-	-	-	-	
2B	3	4	21	20	-	-	1	1	
2A	-	1	24	23	-	-	1	1	
1B	1	1	21	20	-	-	-	1	
1A	3	3	19	19	-	-	-	-	
PB	2	2	20	20	-	-	-	-	
PA	1	1	20	20	-	-	1	1	

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Total Students: 521

Total Families:

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STAFF TRANSPORT TO AND FROM WORK

FTE	Public Transport to	Public Transport from	Private vehicle to	Private Vehicle from	Cycle to	Cycle from	Walk to	Walk from
Fulltime	8	8	36	36	3	3	1	1
Part-time	3	3	15	15	1	1	1	1

Total staff 67

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C. SWEEP PATH ASSESSMENTS

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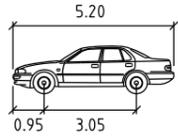
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SWEPT PATH KEY

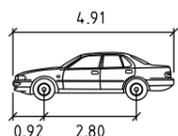
- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



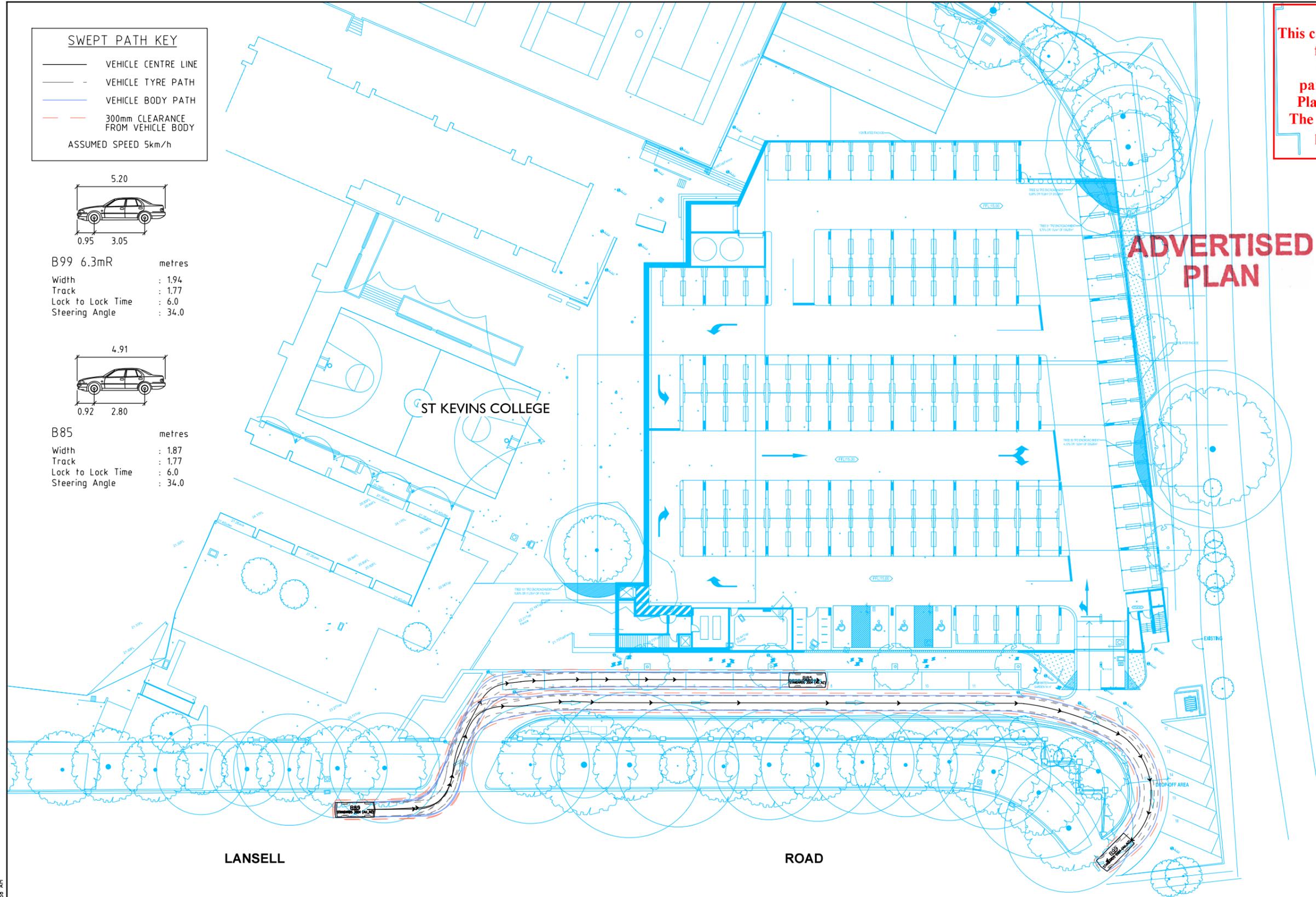
B99 6.3mR metres

Width : 1.94
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0



B85 metres

Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0



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MAP REF 58/K1

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Melbourne 03 9851 9600
Sydney 02 8448 1800
Brisbane 07 3113 5000
Adelaide 08 8334 3600
Perth 08 6169 1000

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
J. HAMIL-BEACH

APPROVED BY
C. GREENLAND

DESIGN CHECK
C. GREENLAND

DATE ISSUED
15 DECEMBER 2020

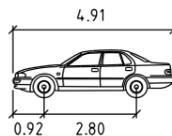
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A3

CAD FILE NO.
V175260-AT01-P7.dgn

ST KEVINS COLLEGE
73-75 LANSELL ROAD
TOORAK
SWEPT PATH ASSESSMENT
DRAWING NO. V175260-AT01-01

SWEPT PATH KEY

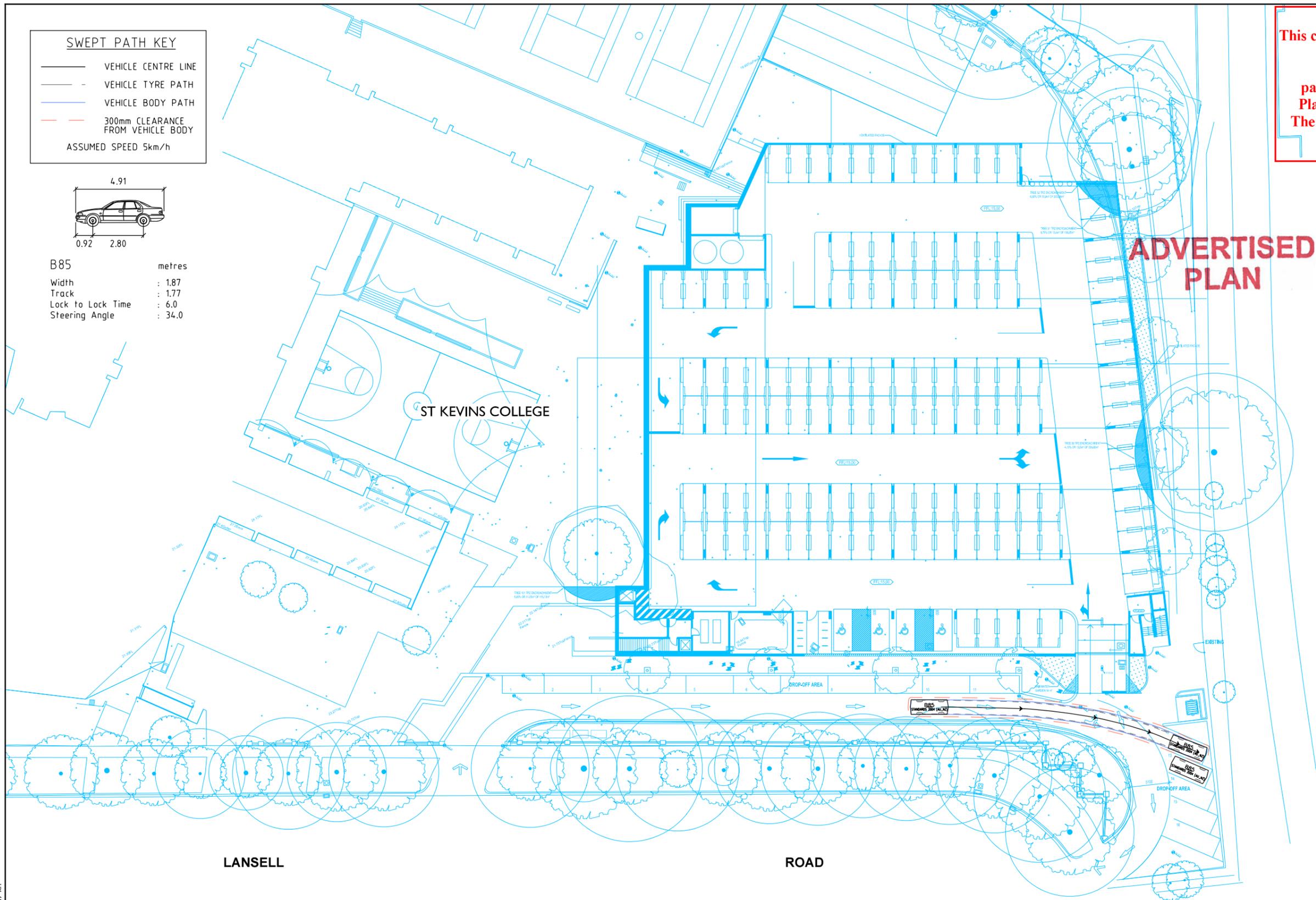
- VEHICLE CENTRE LINE
 - - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B85 metres
 Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

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 Brisbane 07 3113 5000
 Adelaide 08 8334 3600
 Perth 08 6169 1000

PRELIMINARY PLAN
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 WITHOUT NOTIFICATION

WARNING
 BEWARE OF UNDERGROUND SERVICES
 THE LOCATIONS OF UNDERGROUND SERVICES ARE
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 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
 J. HAMIL-BEACH
 APPROVED BY
 C. GREENLAND

DESIGN CHECK
 C. GREENLAND
 DATE ISSUED
 15 DECEMBER 2020

SCALE
 A3

 CAD FILE NO.
 V175260-AT01-P7.dgn

ST KEVINS COLLEGE
 73-75 LANSELL ROAD
 TOORAK
 SWEPT PATH ASSESSMENT
 DRAWING NO. V175260-AT01-02



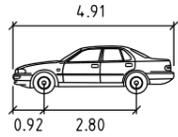
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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

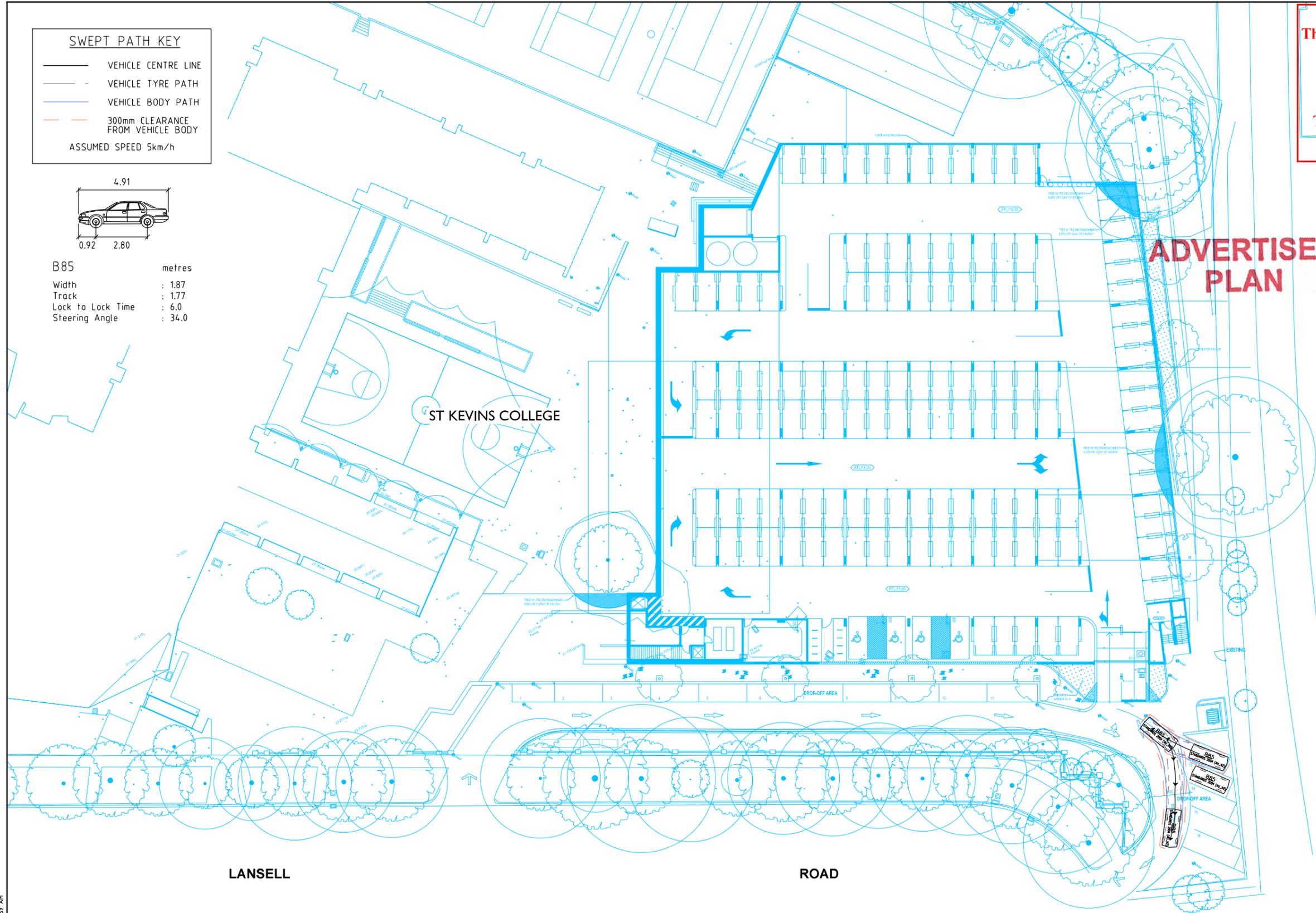
ASSUMED SPEED 5km/h



B85 metres

Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

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LANSSELL

ROAD



MAP REF 58/K1

PLOTTED BY : DraftingHotdesk ON 15/12/2020 AT 10:31:59 AM



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 Adelaide 08 8334 3600
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 THE LOCATIONS OF UNDERGROUND SERVICES ARE
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DESIGNED
 J. HAMIL-BEACH

APPROVED BY
 C. GREENLAND

DESIGN CHECK
 C. GREENLAND

DATE ISSUED
 15 DECEMBER 2020

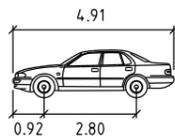
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CAD FILE NO.
 V175260-AT01-P7.dgn

ST KEVINS COLLEGE
 73-75 LANSSELL ROAD
 TOORAK
 SWEPT PATH ASSESSMENT
 DRAWING NO. V175260-AT01-03

SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h

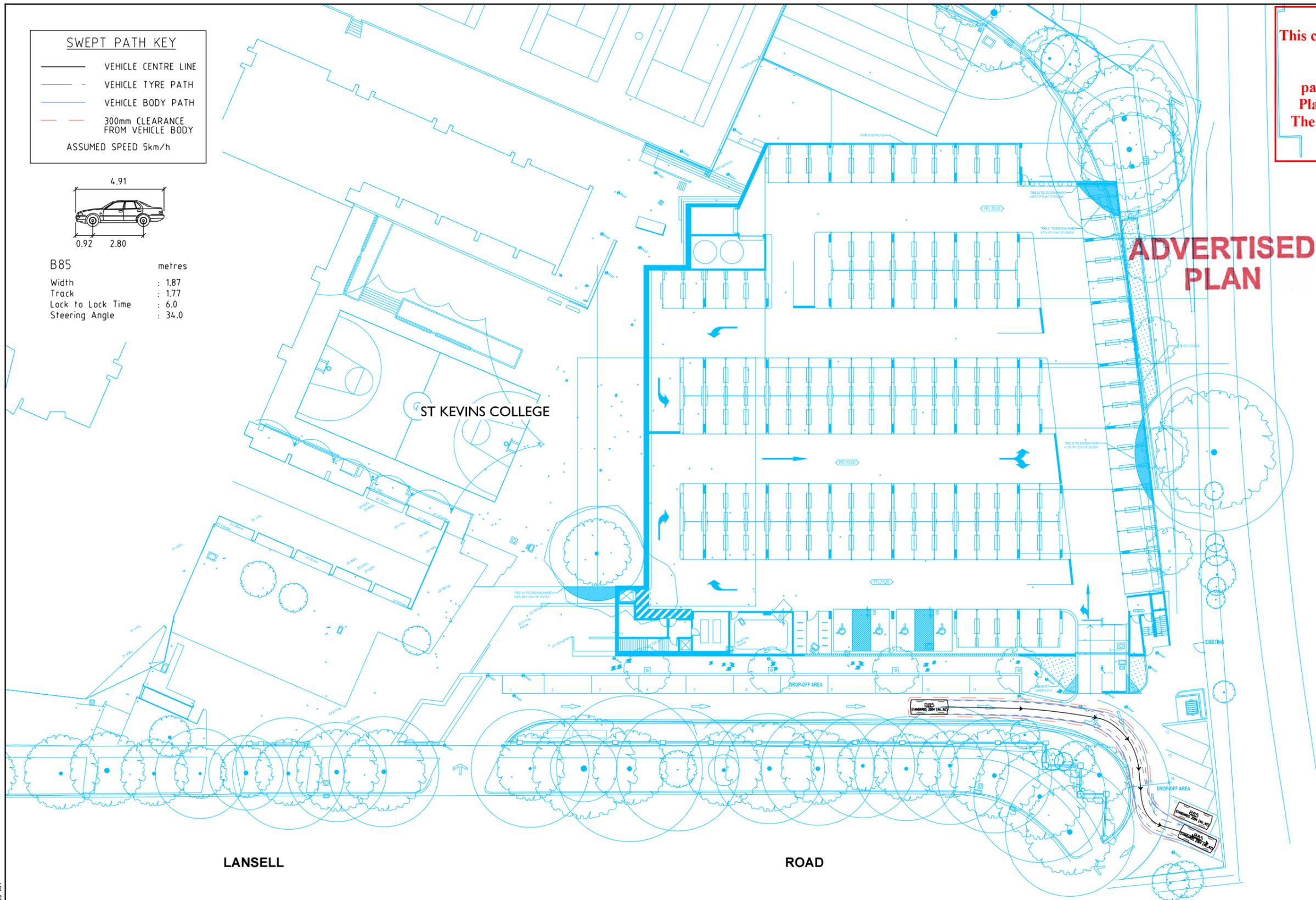


B85 metres

Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

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ADVERTISED PLAN



LANSSELL

ROAD



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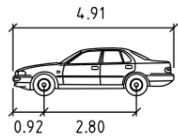
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ST KEVINS COLLEGE
 73-75 LANSSELL ROAD
 TOORAK
 SWEPT PATH ASSESSMENT
 DRAWING NO. V175260-AT01-04

ISSUE P7

SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h

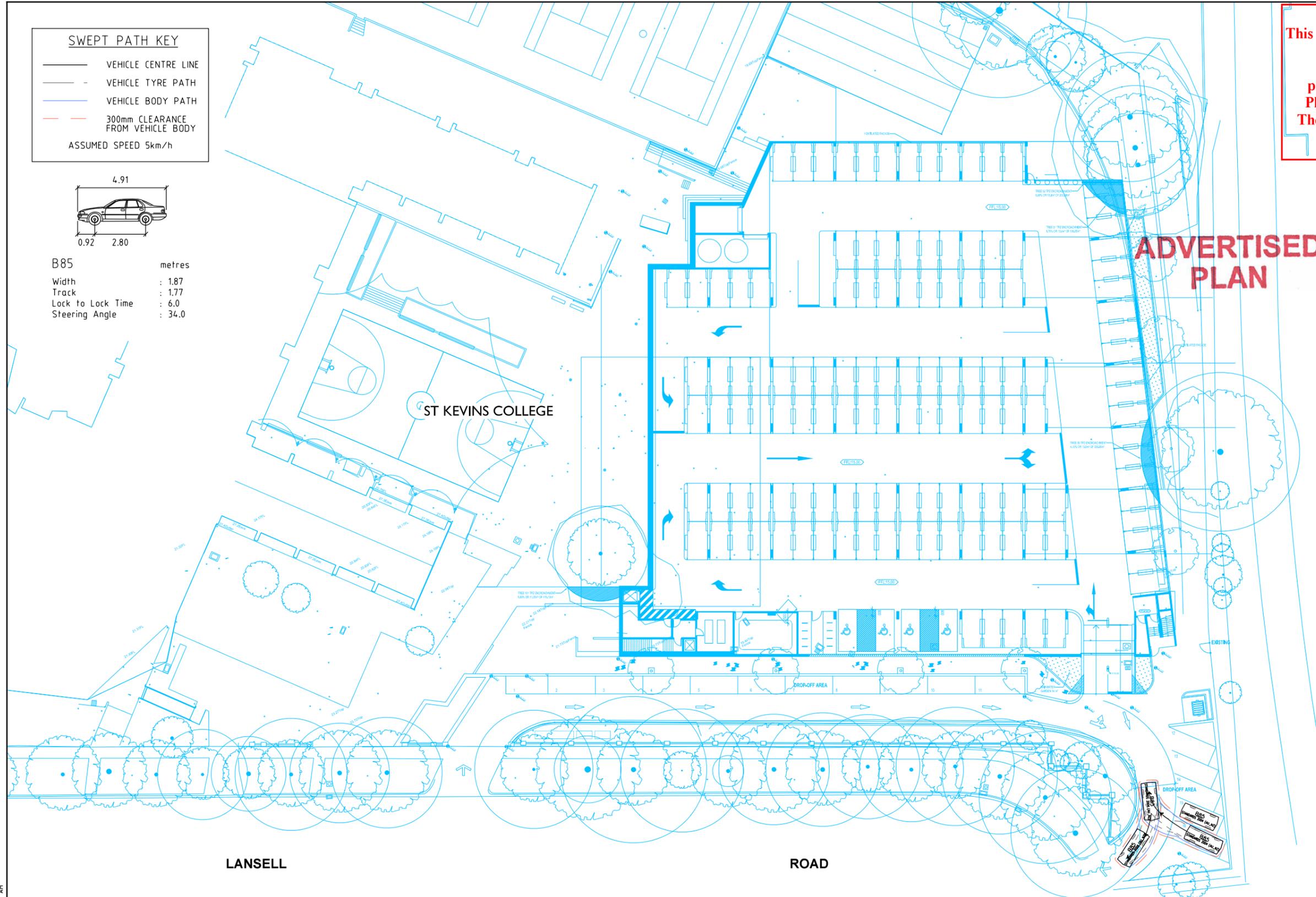


B85 metres

Width : 1.87
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

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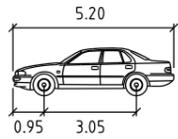
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ST KEVINS COLLEGE
 73-75 LANSELL ROAD
 TOORAK
 SWEPT PATH ASSESSMENT
 DRAWING NO. V175260-AT01-05

SWEPT PATH KEY

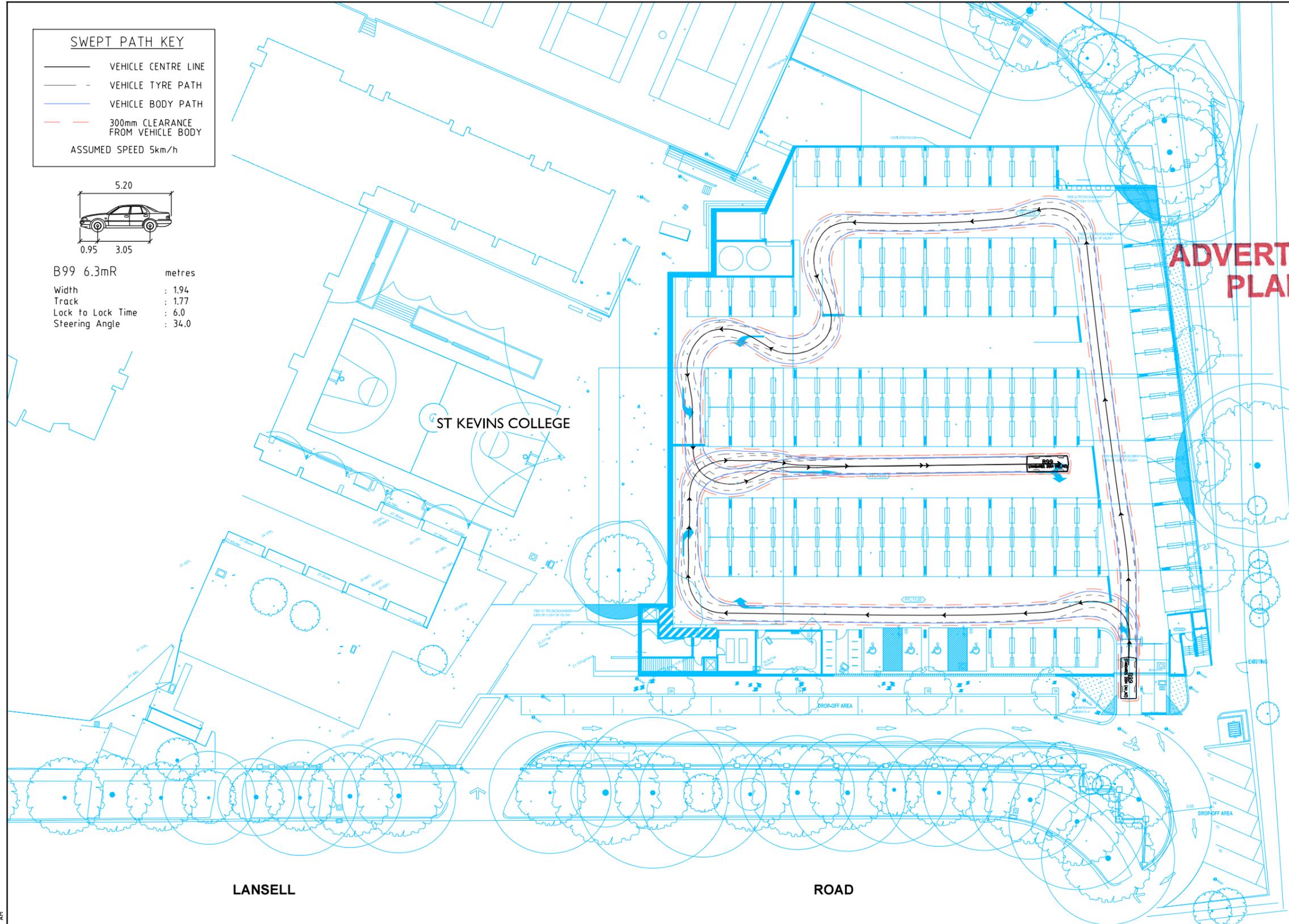
- VEHICLE CENTRE LINE
 - - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



B99 6.3mR metres
 Width : 1.94
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

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ST KEVINS COLLEGE

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 DATE ISSUED
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SCALE
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 CAD FILE NO.
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 73-75 LANSSELL ROAD
 TOORAK
 SWEPT PATH ASSESSMENT
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D. UPDATED KISS 'N' DROP AND KISS 'N' COLLECT FLYER

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D

Kiss 'n' Drop and Kiss 'n' Collect

Parents wishing to drop off their son and continue on their way will be able to do so via the new **Kiss 'n' Drop** procedure.

Kiss 'n' Drop and Kiss 'n' Collect will operate in the Glendalough Pick Up and Drop Off area. This procedure will operate and be supervised between 8.00am - 8.30am and 3.00pm - 3.30pm on school days.

1. Vehicles are to enter the area at a low speed and proceed to park within a marked parking bay in the Kiss 'n' Drop and Kiss 'n' Collect area.
2. Boys are to alight / enter the vehicle from only the left hand side as a matter of safety.
3. Boys are to have all bags and equipment close at hand to ensure speedy exit from / entry to vehicle.
4. Parents are **not** to alight from their motor vehicle. Vehicle parking brakes must be engaged when stationary in the Kiss 'n' Drop and Kiss 'n' Collect area.
5. College staff will be supervising students alighting / entering vehicles.
6. At morning drop off, students are to follow the pedestrian path and into the playground via the gates.
7. During afternoon pick up, drivers are not to commence queuing until after 3.00pm. **Do not 'double park' along Lansell Road while waiting.** Any illegal parking or traffic behaviour is subject to applicable Road and Local Laws.
8. In order to minimise queueing during the afternoon pick up, **parking is limited to 2 minutes only within the Kiss 'n' Drop and Kiss 'n' Collect area.** After two minutes, drivers must depart and re-enter safety from the zone (if required).
9. Drivers are required to enter the driveway **via left hand turn only** as this will keep the south bound lane of Lansell Road clear and assist in the constant and speedy conveyance of cars through the drop off zone. **This includes drivers that may have left the zone and are re-entering.**
10. Drivers are not permitted to use the visitor parking spaces, and no access is available to the basement parking area, between 8.00am - 8.30am and 3.00pm - 3.30pm on school days.
11. Parents are expected to comply with the instructions of the College staff at all times.

Boys walking from Heyington Railway Station are to enter College grounds via the yellow pedestrian path and up along the path between the fence and bollard to the Yellow Line, pass through the main double gates after greeting Mr. Daly. (The reverse of the afternoon procedures).

Pedestrians entering Glendalough via Lansell Road are to do so via the double black wrought iron gates. Pedestrians are not to enter via the driveway.

These procedures are aimed at ensuring student safety and improving traffic efficiency.

The success of these procedures depends on your support and strict compliance.

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COLLEGE - TOORAK

GLENDALOUGH
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Toorak, 3142
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Facsimile 9827 7307

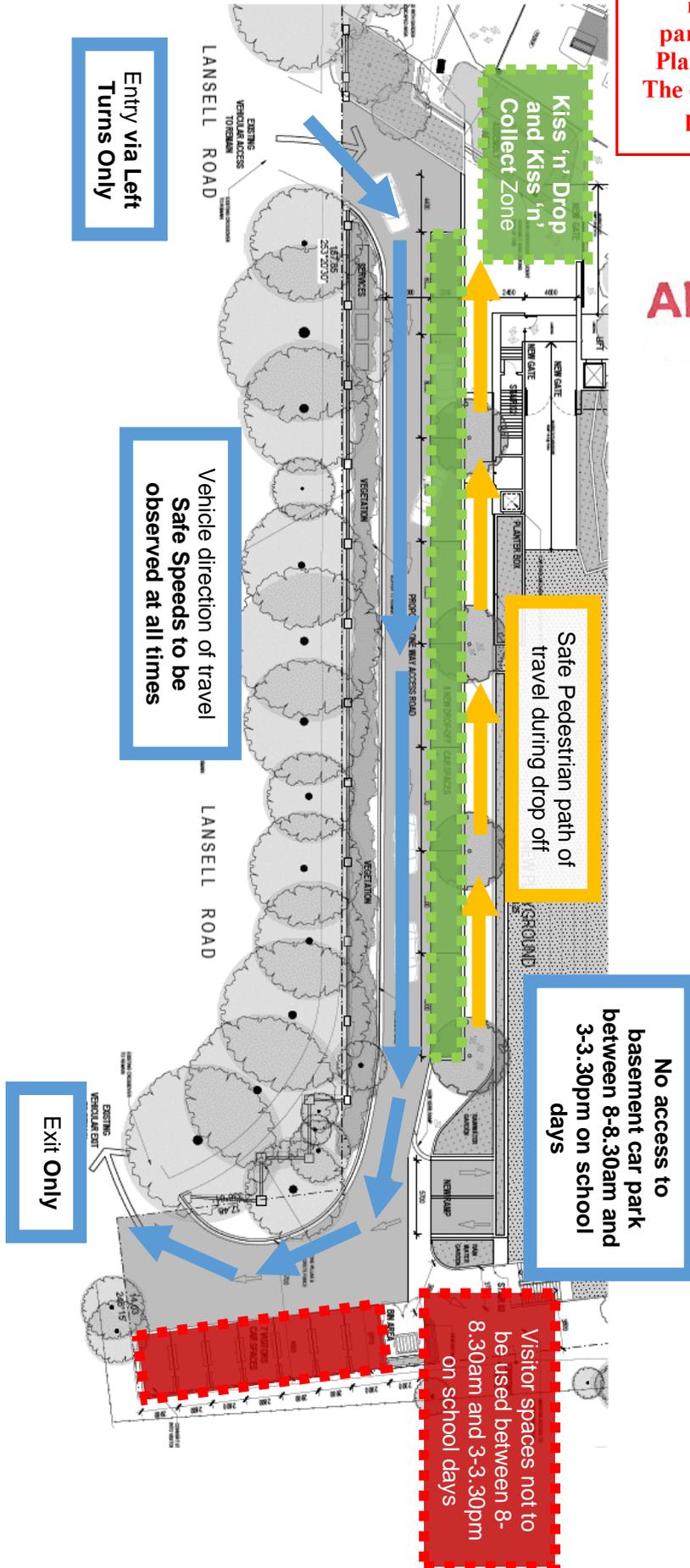
WATERFORD
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Richmond, 3121
Telephone 9421 4319
Facsimile 9421 1088

HEYINGTON
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E. CAR PARK MANAGEMENT PLAN

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E

CAR PARKING MANAGEMENT PLAN

St Kevin's College – Glendalough Campus

REF: V175261

DATE: 15 December 2020

St Kevin's College
c/- Fontic Group
5A/26 Wellington Street
Collingwood VIC 3066

Attention: Mr Matt Robertson (Associate Director)

Dear Matt,

RE: ST KEVIN'S COLLEGE – GLENDALOUGH CAMPUS – CAR PARKING MANAGEMENT PLAN

Introduction and Proposal

A Planning Permit is being sought for building and works at St Kevin's Glendalough Junior Campus, on land at 73-75 Lansell Road, Toorak. The proposal comprises:

- Construction of a new underground car parking area with 133 spaces and relocation of 35 existing on-site car parking spaces.
- Reconfiguration of the drop-off / pick-up area comprising 16 car parking spaces.
- Construction of a range of new and improved student and staff facilities to cater for the addition of a Grade 4 class comprising 26 students and an additional teacher.

In order to manage parking GTA Consultants (GTA) on-site car appropriately safely and efficiently was engaged by St Kevin's to prepare a Car Parking Management Plan. This plan covers the internal parking management arrangements related to the basement, visitor and drop-off / pick-up (*Kiss 'n' Drop and Kiss 'n' Collect'*) parking areas, and the loading and waste collection arrangements.

Car Parking Management

Basement Parking

The basement parking area is to be managed as follows:

- All long and short-term parking and visiting staff parking requirements of the St Kevin's Glendalough (primary school) campus are to be accommodated within the parking area as a priority.
- Any residual free spaces are to be allocated to staff parking demand from the nearby Heyington (secondary school) campus, along with general visitor parking demands on a day-to-day basis.


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MELBOURNE VIC 3000
PO Box 24055
t// +613 9851 9600
ABN 34 137 610 381
www.gta.com.au

- The car park will also be available for parents and visitors outside school operating times, for activities such as parent information sessions, performances and teacher interviews.
- No vehicular access (ingress or egress) is to be available to the Basement parking area between 8-8:30am and 3-3:30pm on school days.

To ensure that the allocated parking areas are clearly identifiable, it is recommended that all car parking spaces within the site are clearly defined by both line-marking and signage.

A signage and line marking plan has been prepared to appropriately manage access and circulation with the basement parking area and is shown attached for reference.

ADVERTISED PLAN

Drop-off / Pick-up – Kiss 'n' Drop and Kiss 'n' Collect' Parking

In order to safely and efficiently manage the peak drop-off and pick-up periods at the school, St Kevin's provide an internal *Kiss 'n' Drop and Kiss 'n' Collect'* zone.

The zone operates between 8-8:30am and 3-3:30pm on school days and is supervised by school staff. The following instructions apply to parents / guardians:

1. *Vehicles are to enter the area at a low speed and proceed to park within a marked parking bay in the Kiss 'n' Drop and Kiss 'n' Collect area.*
2. *Boys are to alight / enter the vehicle from only the left-hand side as a matter of safety.*
3. *Boys are to have all bags and equipment close at hand to ensure speedy exit from / entry to vehicle.*
4. *Parents are not to alight from their motor vehicle. Vehicle parking brakes must be engaged when stationary in the Kiss 'n' Drop and Kiss 'n' Collect area.*
5. *College staff will be supervising students alighting / entering vehicles.*
6. *At morning drop off, students are to follow the pedestrian path and into the playground via the gates.*
7. *During afternoon pick up, drivers are not to commence queuing until after 3.00pm. Do not 'double park' along Lansell Road while waiting. Any illegal parking or traffic behaviour is subject to applicable Road and Local Laws.*
8. *In order to minimise queueing during the afternoon pick up, parking is limited to 2 minutes only within the Kiss 'n' Drop and Kiss 'n' Collect area. After two minutes, drivers must depart and re-enter safely from the zone (if required).*
9. *Drivers are required to enter the driveway via left hand turn only as this will keep the south bound lane of Lansell Road clear and assist in the constant and speedy conveyance of cars through the drop off zone. This includes drivers that may have left the zone and are re-entering.*
10. *Drivers are not permitted to use the visitor parking spaces, and no access is available to the basement parking area, between 8.00am - 8.30am and 3.00pm - 3.30pm on school days.*
11. *Parents are expected to comply with the instructions of the College staff at all times.*

In addition to the peak hour monitoring by the school, a dedicated traffic warden to be on-site between 2:30pm and 3:30pm on school days. They are to manage the:

- Operation of the drop-off and pick-up zone to ensure compliant and efficient usage,
- Monitor parking within the surrounding local road network and document any inappropriate parking behaviour, and
- Take necessary action with parents or guardians that park inappropriately (e.g. Verbal and written notification, referral to the city of stonnington local laws team, and establish alternative (delayed) pick-up arrangements).

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These instructions are provided to parents / guardians with a flyer, as shown attached. Flyers are to be issued to parents and guardians at the commencement of each term to remind them of the operation.

Loading and Waste Collection Arrangements

Loading is to occur via the existing crossover and proposed shared loading and parking area at the western end of the site. Given the use, loading and unloading activities would be expected to be relatively infrequent and are to be managed to occur outside the morning and afternoon peak periods.

Waste collection is to occur within the parking area during off peak periods.

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Monitoring and Review

In order for this Plan to be effective, it should be treated as a live document and be reviewed by St Kevin's on a regular basis to ensure that the adopted management measures result in the most efficient use of the on-site car and bicycle parking resources. The review will assist with identifying operational constraints with the management of the parking and loading, and to identify mitigation measures.

Conclusion

The information contained within this CPMP and the attached plans are considered to appropriately safely and efficiently manage car parking to the St Kevin's Glendalough Junior Campus.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (03) 9851 9600.

Yours sincerely

GTA CONSULTANTS



**Chris Greenland
Associate Director**

encl.

Attachment 1 - Basement Signage and Line marking Plan
Attachment 2 - *Kiss 'n' Drop and Kiss 'n' Collect* flyer

ATTACHMENT 1

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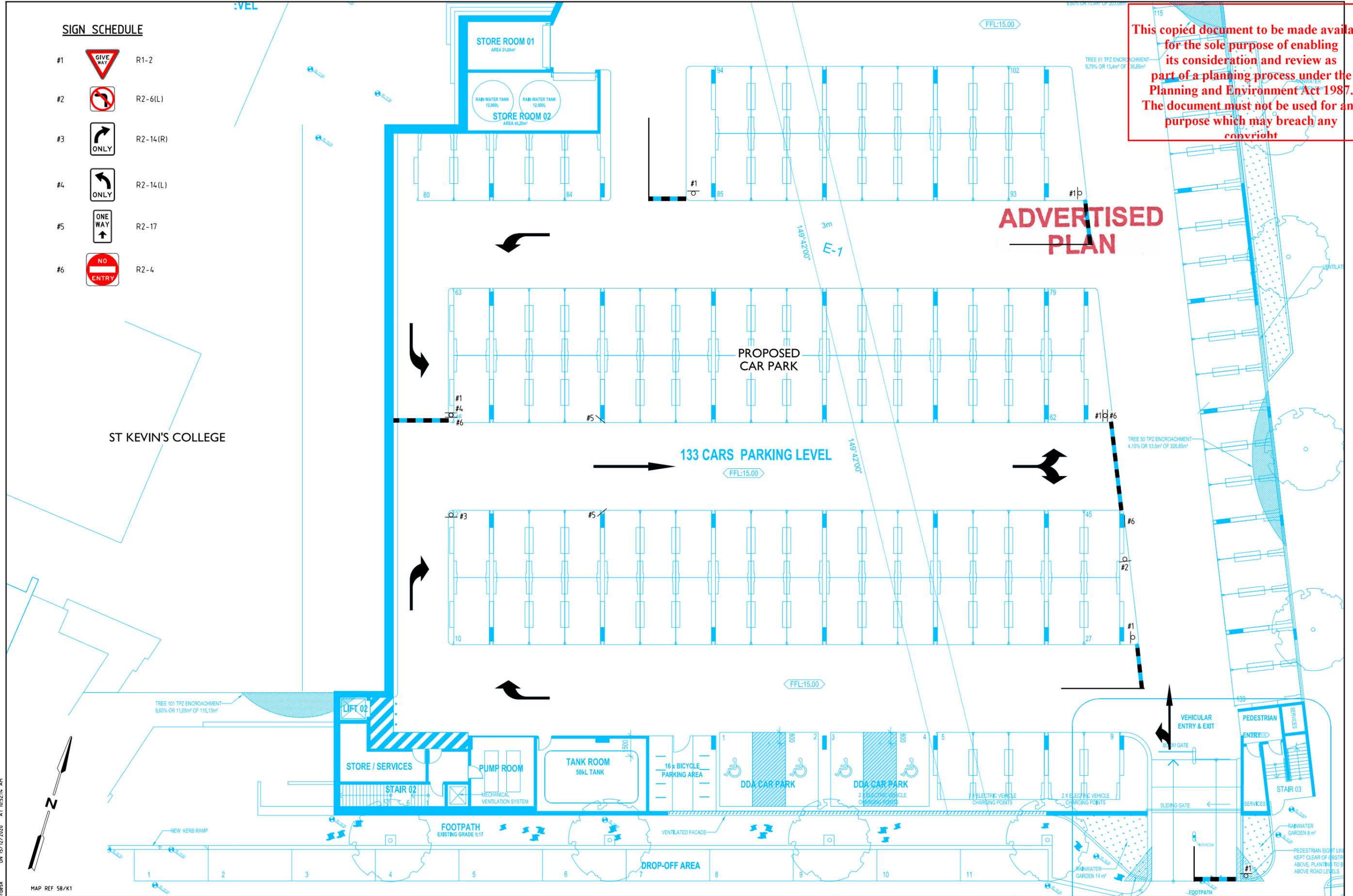
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SIGN SCHEDULE

- #1  R1-2
- #2  R2-6(L)
- #3  R2-14(R)
- #4  R2-14(L)
- #5  R2-17
- #6  R2-4

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 APPROVED BY
 C. GREENLAND

DESIGN CHECK
 C. GREENLAND
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 V175261-01-P3.dgn

ST KEVIN'S COLLEGE
 73-75 LANSELL ROAD
 TOORAK
 SIGNAGE & LINEMARKING PLAN
 DRAWING NO. V175261-01

ATTACHMENT 2

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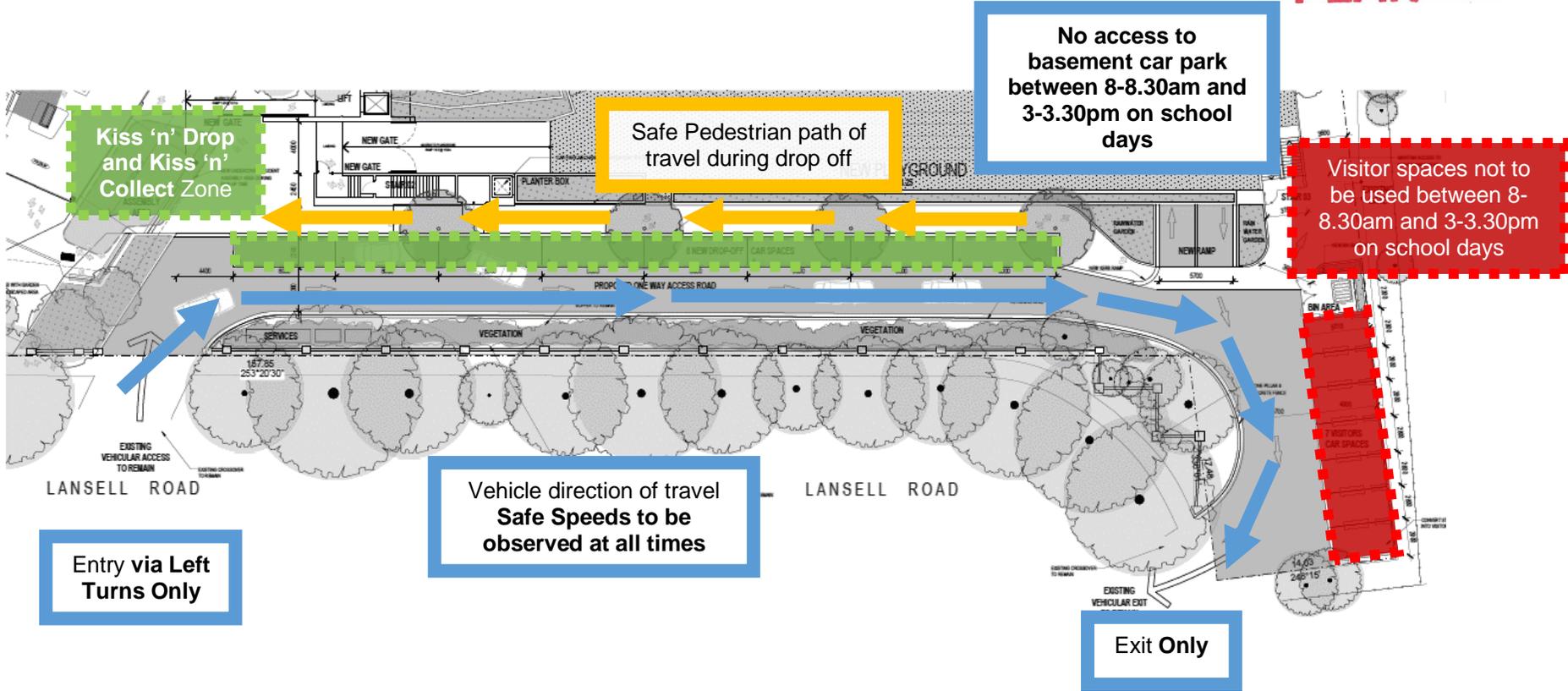
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