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25 June 2024



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# 48-50 Fordholm Road, Hawthorn

## Transport Impact Assessment

# ADVERTISED PLAN

Dear Stuart,

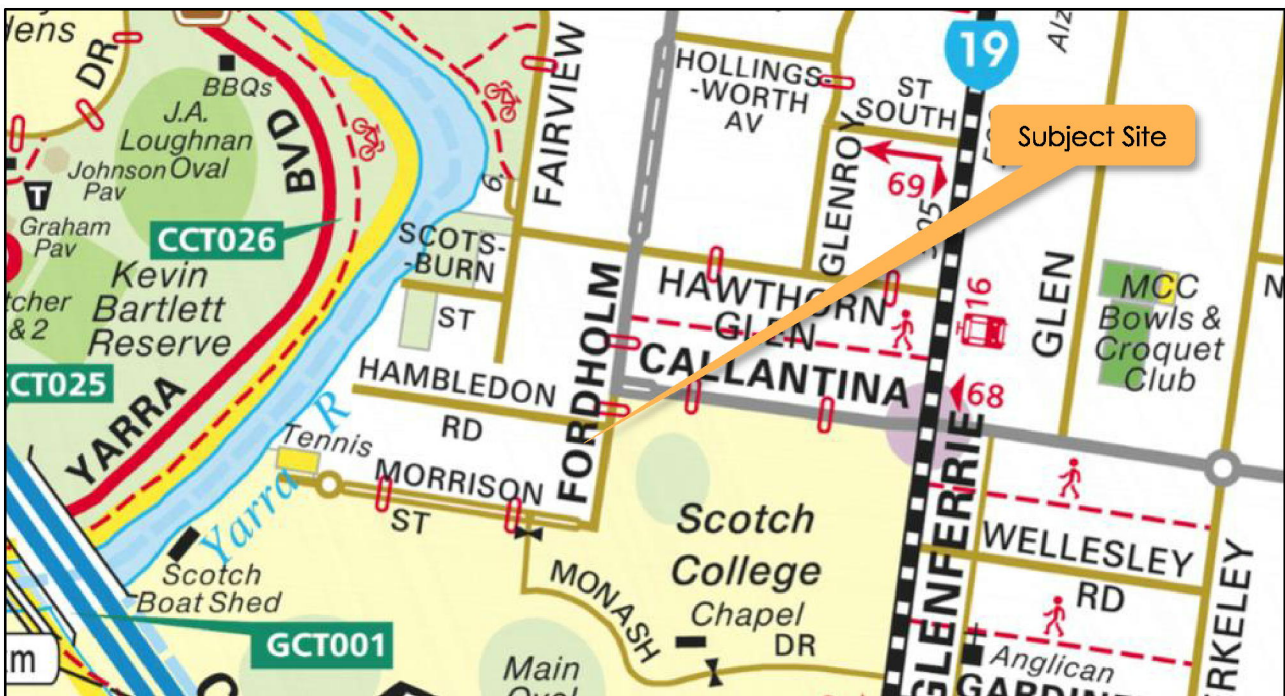
### Introduction

onemilegrid has been requested by Neil Architecture to undertake a Transport Impact Assessment of the proposed staff car parking area associated with Scotch College located at 48-50 Fordholm Road, Hawthorn.

### Existing Conditions

The subject site is located on the southwest corner of the Fordholm Road / Hambledon Road intersection, as shown in Figure 1.

Figure 1 Site Location



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The subject site is currently vacant with an existing vehicle crossover available along the northwest boundary of the site. The site is owned by Scotch College however is situated outside of the Scotch College Development Plan area.

Land use in the immediate vicinity of the site is primarily residential in nature, and includes residential properties to the north, east and western directions. Notably, Scotch College is located directly to the south and east of the site and covers a significant portion of land from the subject site through to the freeway.

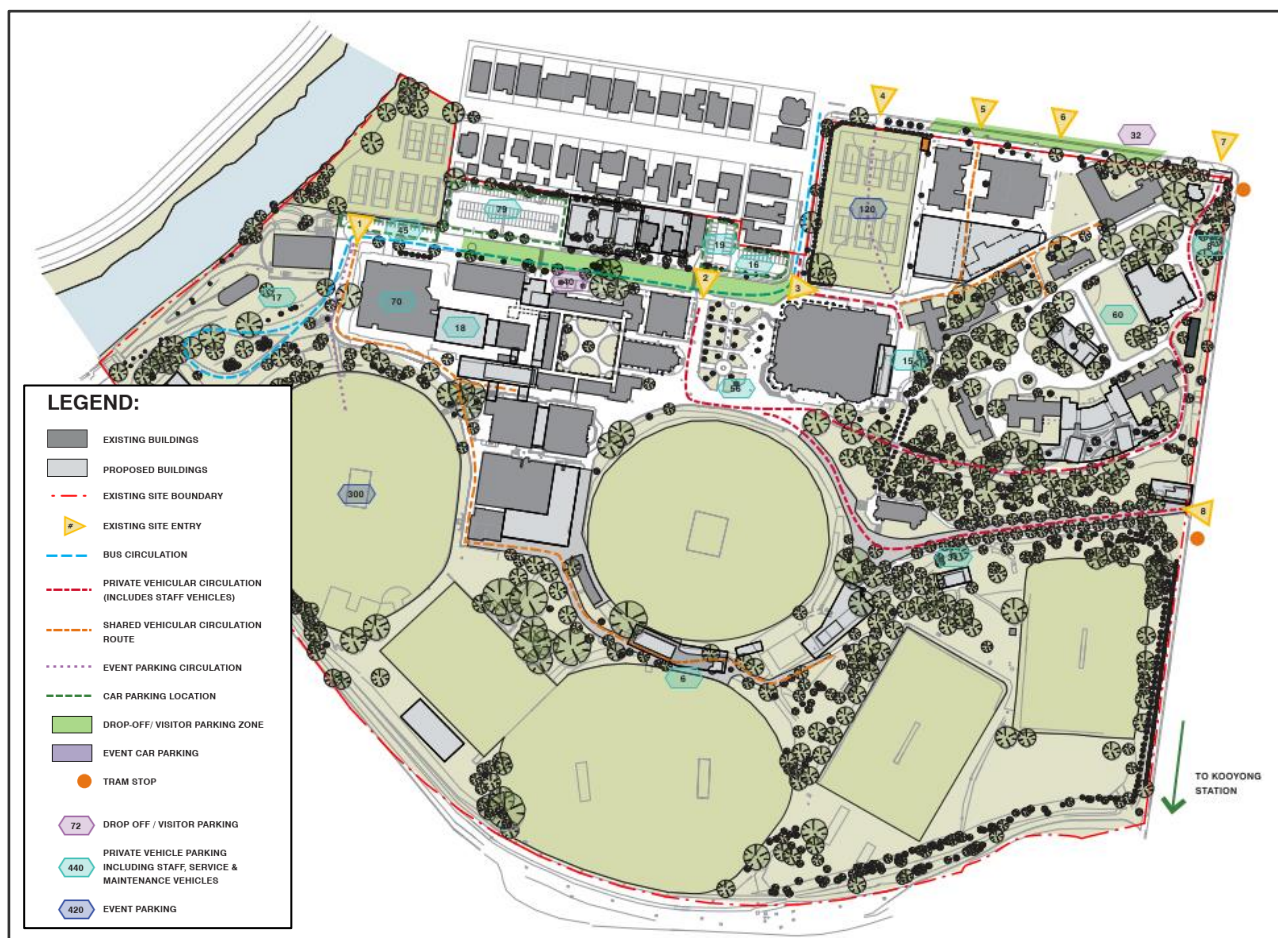
The site is located within a Neighbourhood Residential Zone (NRZ3) of the Boroondara Planning Scheme.

## Scotch College Development Plan

The Scotch College Development Plan (2018) is a document that has been prepared to establish the School's development aspirations for the next 10 years having regard to the individual needs of the School's planned curriculum and the need to ensure that buildings on the site are 'fit for purpose' and in line with current and evolving educational standards.

Specifically, page 40 of the Development Plan outlines the existing and proposed arrangements in regard to car parking, access and traffic circulation, as shown in Figure 2 below.

**Figure 2 Scotch College Development Plan (Parking, Access and Circulation)**



As noted within the Scotch College Development Plan, Scotch College currently has a staff car parking requirement of 366 spaces. With 422 on-site car parking spaces nominated within the Development Plan (and available on-site) this requirement is satisfied. It is noted that parking is spread across the site in various locations.

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## Road Network

### Fordholm Road

Fordholm Road is a local road aligned north-south, running between Morrison Street to the south and Riversdale Road to the north and allows for two-way traffic adjacent to the site. Kerbside parking is permitted on the western side of the road only, with parking generally available at all times except for drop off and pick up periods when there are No Standing restrictions in place between 8:00am – 9:00am and 3:00pm – 4:00pm on school days. No parking is permitted on the east side of the road.

Fordholm Road also operates as the primary access route into Scotch College with several off-street car parks and pick-up/drop-off areas available along Morrison Street.

A raised supervised pedestrian crossing is located to the north of Hambledon Road.

The cross-section of Fordholm Road is shown in Figure 3 below.

**Figure 3 Fordholm Road facing south from adjacent to the subject site**



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**Figure 4 Fordholm Road north from adjacent to the subject site**



### **Hambledon Road**

Hambledon Road is a local no through road aligned east-west, running between Fordholm Road to the east and terminates approximately 225 m to the west. Hambledon Road allows two-way traffic movements with kerbside parking permitted on both sides of the road. Kerbside parking is restricted to;

- Permit zone parking on the northern side of Hambledon Road between 8:00am – 9:00pm, Monday to Saturday;
- Unrestricted parking on the southern side of the road.

It is noted that Hambledon Road also provides a secondary access into a Scotch College staff car park via a laneway that abuts the western boundary of the subject site.

The cross-section of Hambledon Road is shown in Figure 5 and Figure 6 with adjacent laneway shown in Figure 7 below.

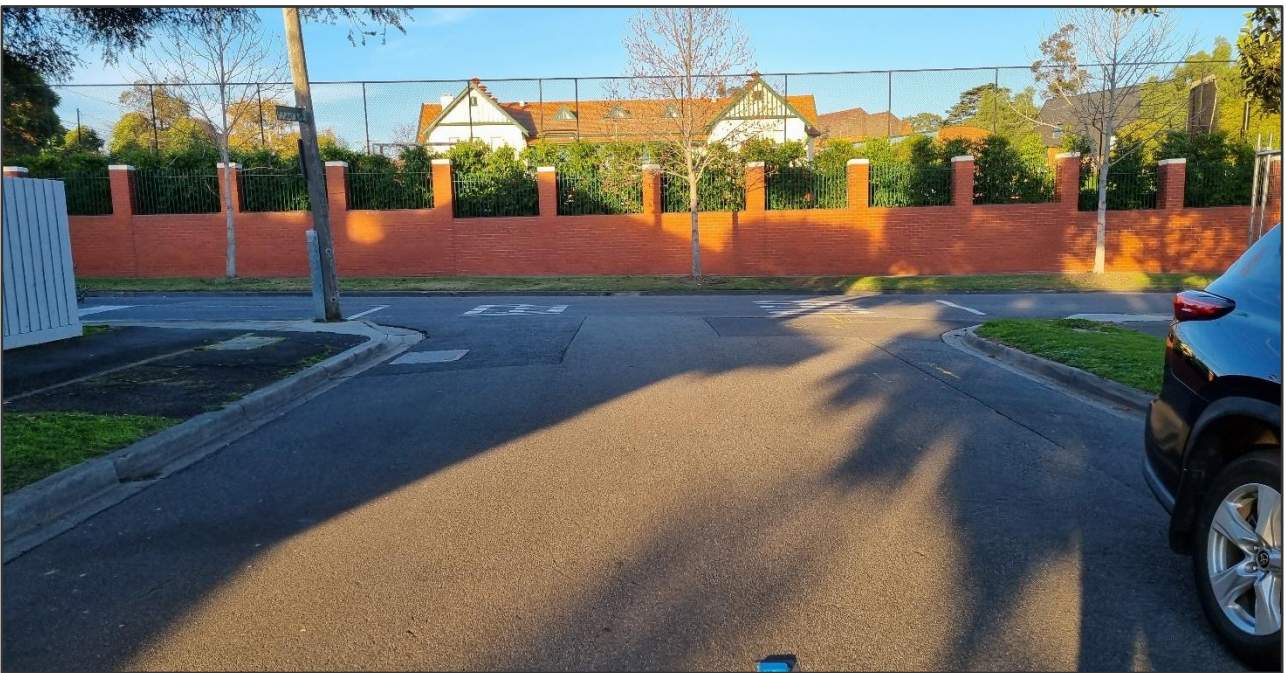
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Figure 5 Hambledon Road facing west from adjacent to the subject site



Figure 6 Hambledon Road facing east from adjacent to the subject site



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**Figure 7 Laneway to Scotch College car park adjacent to the site**

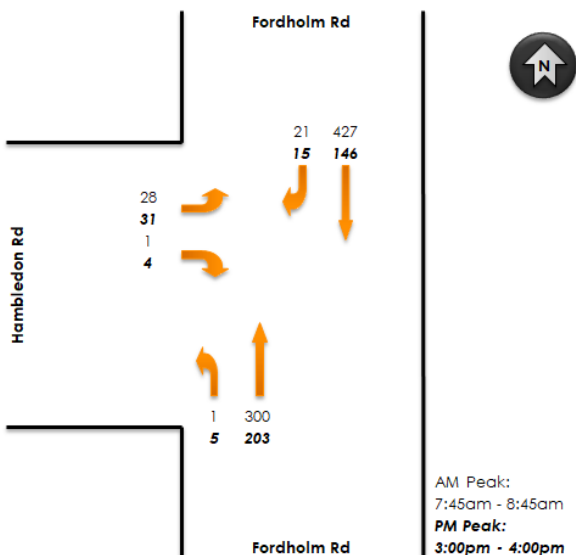


### Existing Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the intersection of Hambledon Road and Fordholm Road, on Thursday 23<sup>rd</sup> May 2024, between 7:00am and 9:30am, and between 2:30pm and 7:00pm.

The peak hour results of the surveys are shown in Figure 8.

**Figure 8 Existing Traffic Volumes – Thursday 23<sup>rd</sup> May 2024**



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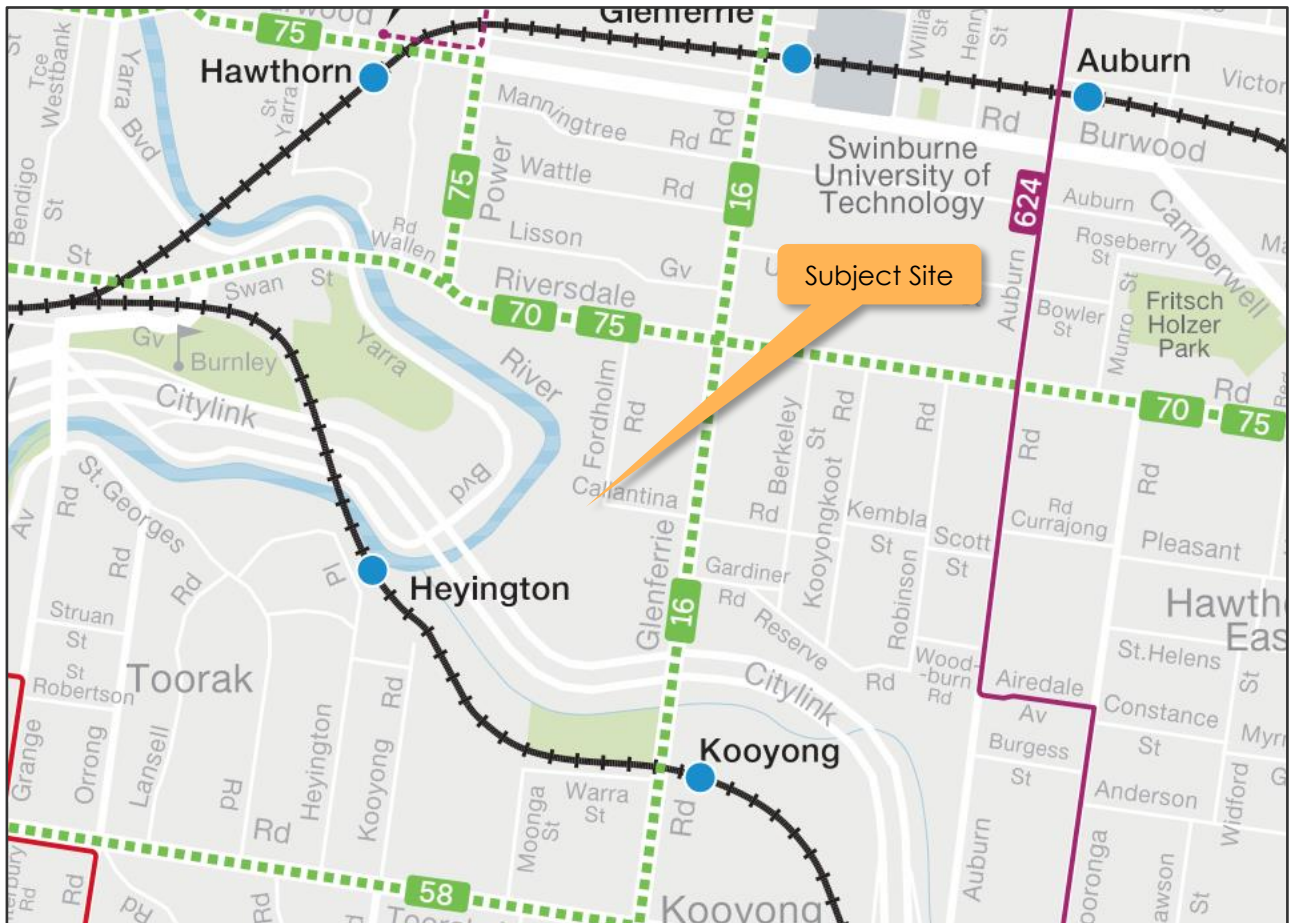
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The existing traffic volumes indicate that there are a number of traffic movements destined into the campus during the peak drop off and pick up periods.

## Public Transport

The public transport provision in the vicinity of the site is shown in Figure 9 and detailed in Table 1.

**Figure 9 Public Transport Provision**



**Table 1 Public Transport Provision**

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Alamein Line	Hawthorn Station
		Belgrave Line	
		Lilydale Line	
		Glen Waverley Line	
Tram	16	Melbourne University – Kew via St Kilda Beach	Callantina Road / Glenferrie Road
	70	Waterfront City Docklands - Wattle Park	Fordholm Road / Riversdale Road
	75	Vermont South - Central Pier Docklands	Road

It is shown that the site has very good public transport accessibility, with a variety of transport modes and services servicing the vicinity of the site.

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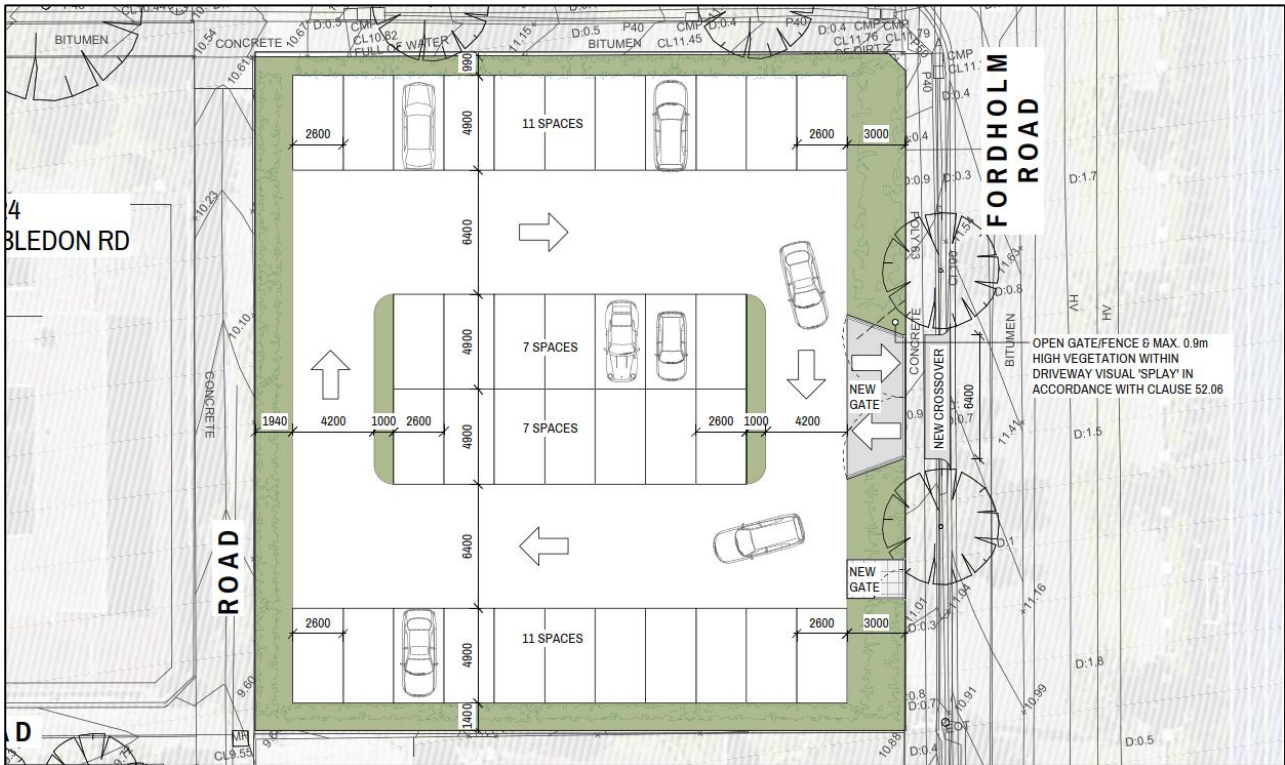
## Development Proposal

It is proposed to develop the subject site for the purposes of an off-street car park comprising of 36 car parking spaces with one-way circulation. Vehicle access is proposed via a double width crossover to Fordholm Road generally midway along the site frontage.

The proposed car park is intended primarily for the use of Scotch College Junior School staff, providing a more convenient parking location closer to the Junior School.

The proposed layout shown in Figure 10 below.

**Figure 10 Proposed Car Park Layout**



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## Design Assessment

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

### Design Standard 1 – Accessways

A summary of the assessment for Design Standard 1 is provided in Table 2.

**Table 2 Clause 52.06-9 Design Assessment – Design Standard 1**

<b>Requirement</b>	<b>Comments</b>
Be at least 3 metres wide.	Satisfied.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – changes of direction are between accessways of more than 4.2 m wide.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A – private car park.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/A – No overhead obstructions.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/A – does not connect to a Transport Zone.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900 mm in height.	Satisfied.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	N/A – does not connect to a Transport Zone.

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## Design Standard 2 – Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 3.

**Table 3 Clause 52.06-9 Design Assessment – Design Standard 2**

<b>Requirement</b>	<b>Comments</b>
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied - Car parking spaces are dimensioned in accordance with Table 2.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, 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 m above the space.	Satisfied.
Car spaces in garages or carports must be at least 6 m long and 3.5 m wide for a single space and 5.5 m wide for a double space measured inside the garage or carport.	N/A – Spaces are within a car park.
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	N/A – No tandem spaces are provided.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A – No residential parking is provided.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500 mm.	N/A – Accessible parking provision provided elsewhere.

## Swept Path Assessment

onemilegrid has undertaken a swept path assessment which indicate that the car park can comfortably be accessed with no corrective manoeuvres required on either entry or exit to parking spaces. General vehicular circulation swept path drawings have also been prepared with swept paths attached.

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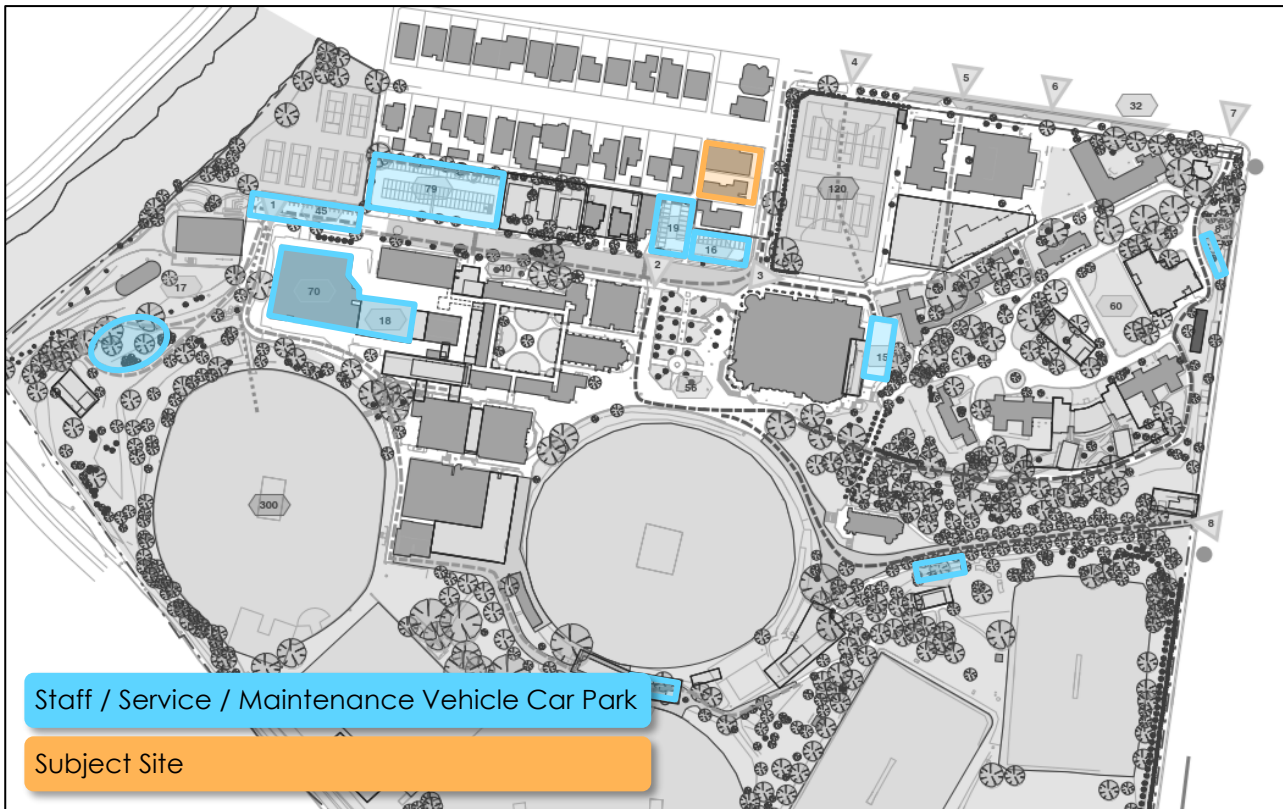
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## Car Parking Review

The proposed staff car park in this application aims to improve parking opportunities for staff by providing spaces closer to their work locations. While the proposal will increase the overall parking supply, its primary goal is to enhance convenience for school staff by situating the car park nearer to staff entrances and facilities.

Figure 11 below shows the existing staff car parking provisions across the Scotch College campus as specified within the Scotch College Development Plan (2018). All car parking areas not yet established have been excluded.

**Figure 11 Existing Staff Car Parking Areas**



As shown above, whilst several on-site car parking areas are provided for staff across the campus, a number are not located proximate to the main campus facilities which may result in staff choosing to park in other areas across the campus and potentially in neighbouring streets. A review of a non-specific aerial photograph date (the most recent Nearmap image) indicates that a number of drop-off / visitor parking zones along Morrison Street are occupied during the middle of the day. This may indicate that some staff who may not be present across the whole day are using these spaces closer to the main campus buildings rather than parking in the designated areas.

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**Figure 12 Drop-Off / Visitor Parking Utilisation (Friday 10<sup>th</sup> November 2023 12:40pm)**



Based on the above, the inclusion of staff car parking opportunities closer to the Morrison Street entrance will allow for a shift of staff car parking from on-street spaces to the off-street car park which further allows for additional drop-off /visitor parking spaces to be available and utilised as intended. Furthermore, the proposed car park may also remove any reliance by staff to the other neighbouring residential streets thus providing for an overall improvement for existing residents.

**Traffic**

No additional traffic will be generated to the campus precinct with the proposal effectively removing the number of vehicles travelling through the campus and potentially across residential streets. Of note, as the proposed car park is located prior to Morrison Street, it is expected that there will be a reduction of 36 vehicle movements within the campus's internal road network and Morrison Street which may ease congestions within the drop-off / visitor parking areas during peak hour periods.

As such, no additional traffic is expected to be developed as part of the new car park with an improvement to existing traffic conditions within the campus's internal road network expected as a result of the proposal.

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## Conclusions

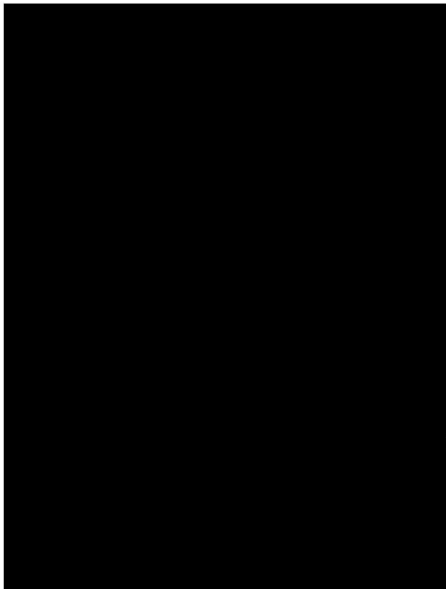
It is proposed to develop the subject site for the purposes of an off-street car park allocated to Scotch College staff with car park access via a double-width crossover to Fordholm Road.

Considering the analysis above, it is concluded that:

- The proposed car parking and access design is in accordance with the requirements of the Planning Scheme and is considered appropriate;
- The proposed car park is intended to improve existing conditions for Junior School staff by providing a more convenient parking location closer to the Junior School; and
- No additional traffic movements will be generated by the development with only a diversion of traffic movements expected to the proposed car park.
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Please do not hesitate to contact the undersigned, or [REDACTED] or at [REDACTED] should you wish to discuss the above.

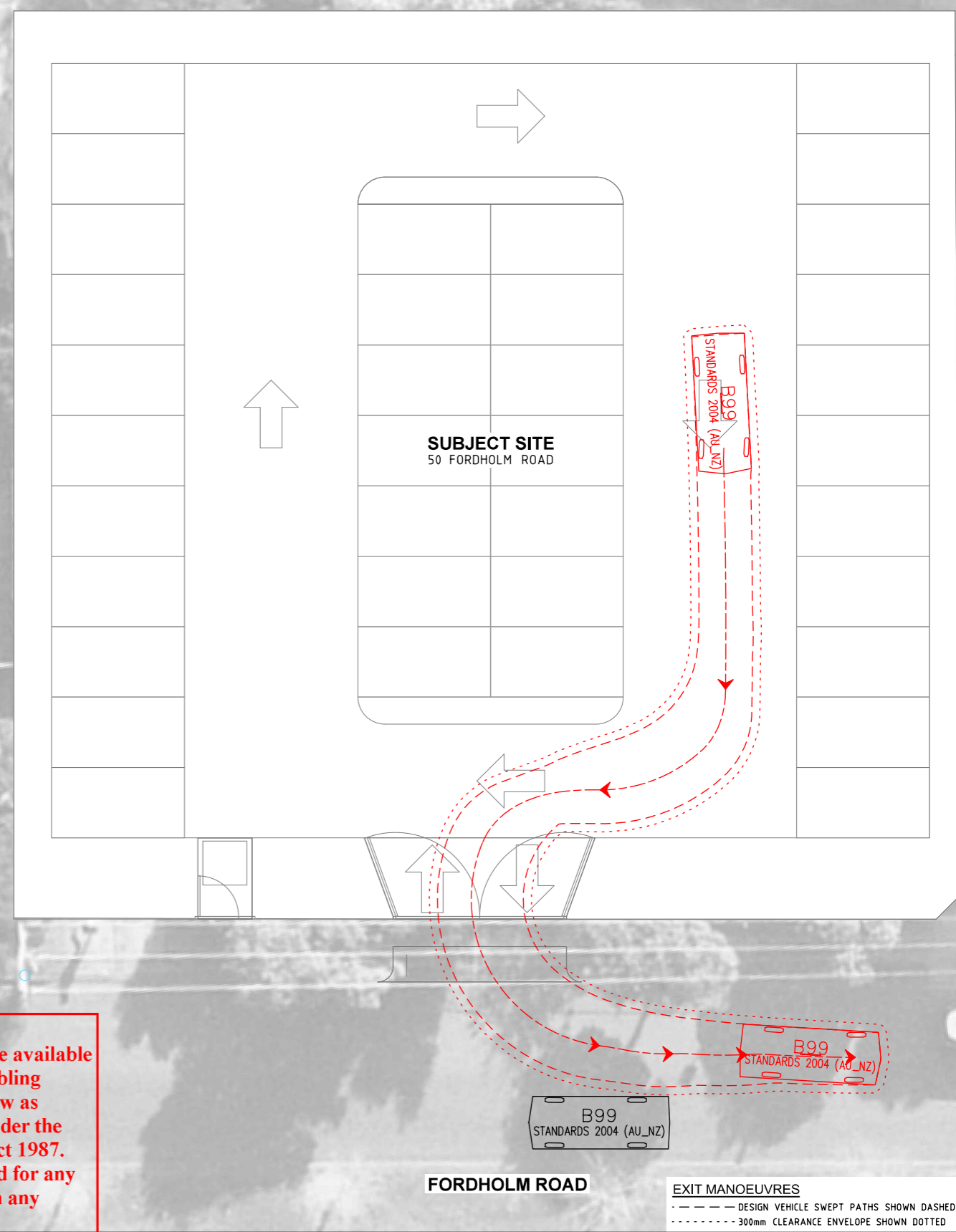
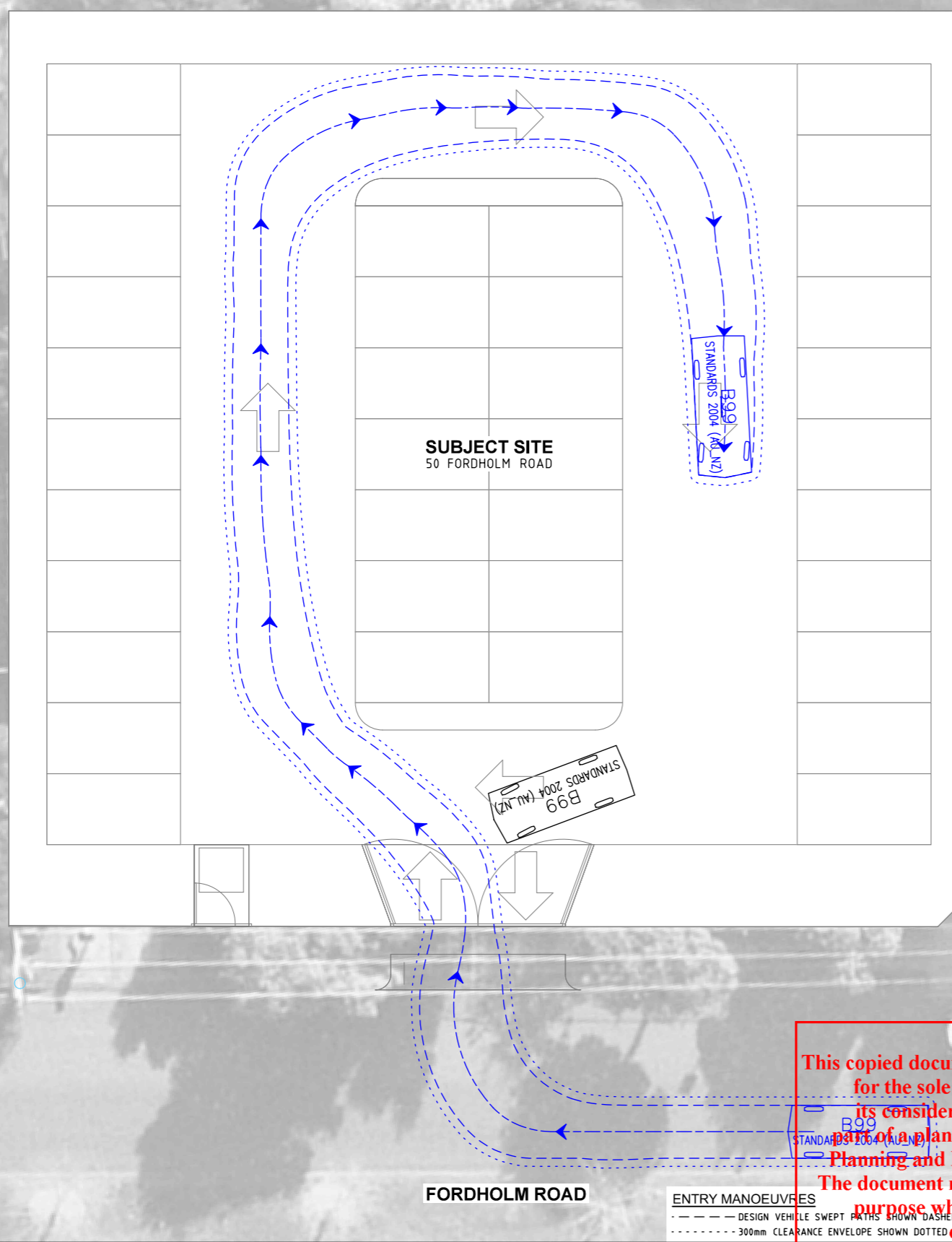
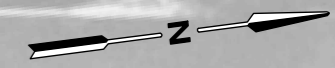
Yours sincerely



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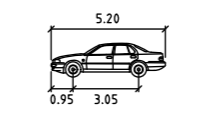
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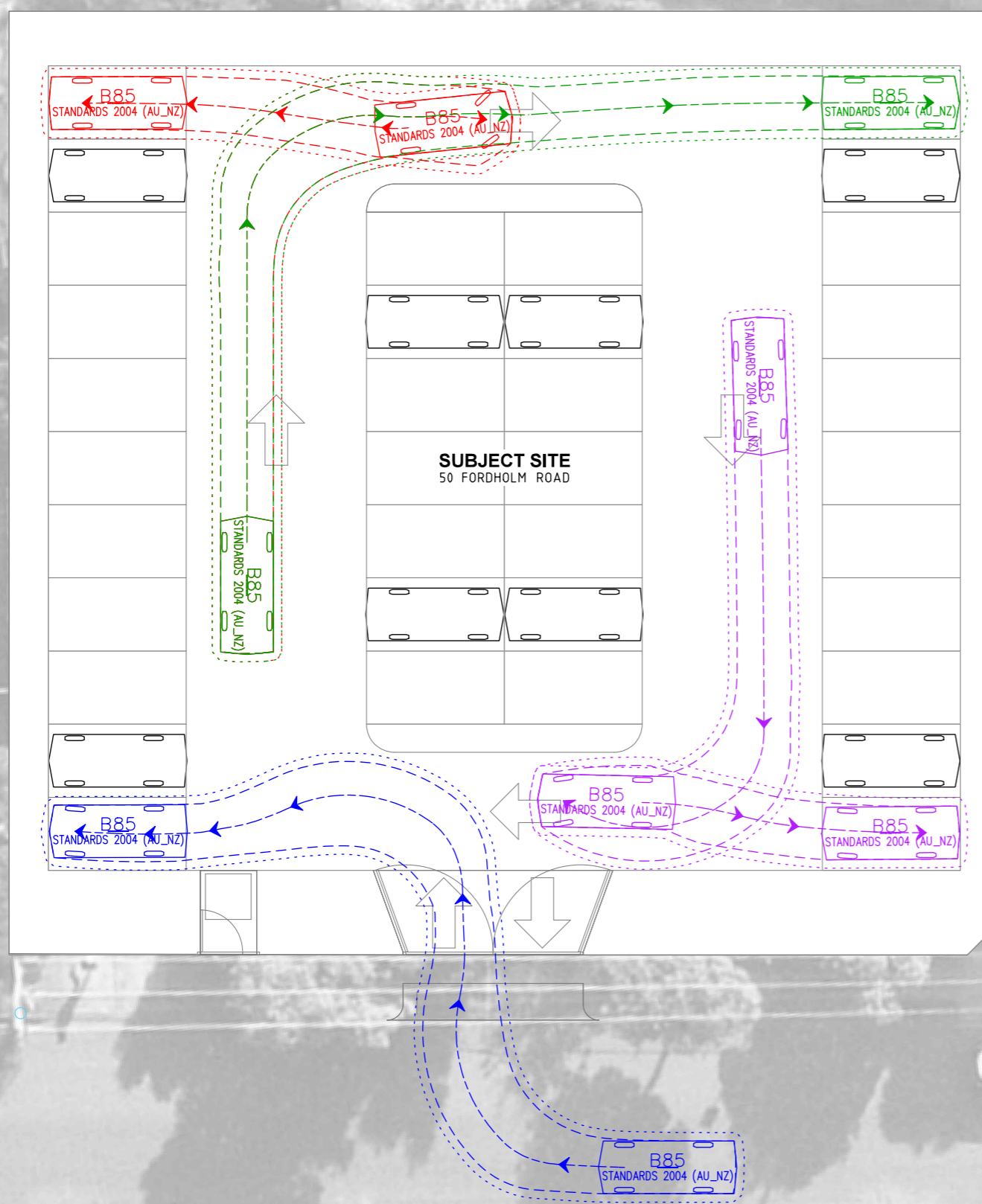
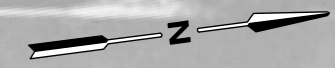


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Scale: 1:200 @ A3

Drawing Title  
50 FORDHOLM ROAD, HAWTHORN  
VEHICLE SITE ACCESS AND CIRCULATION  
SWEEP PATH ANALYSIS

Designed DA	Approved VG	Melway Ref 59 C1
Project Number 240295	Drawing Number SPA100	Revision A

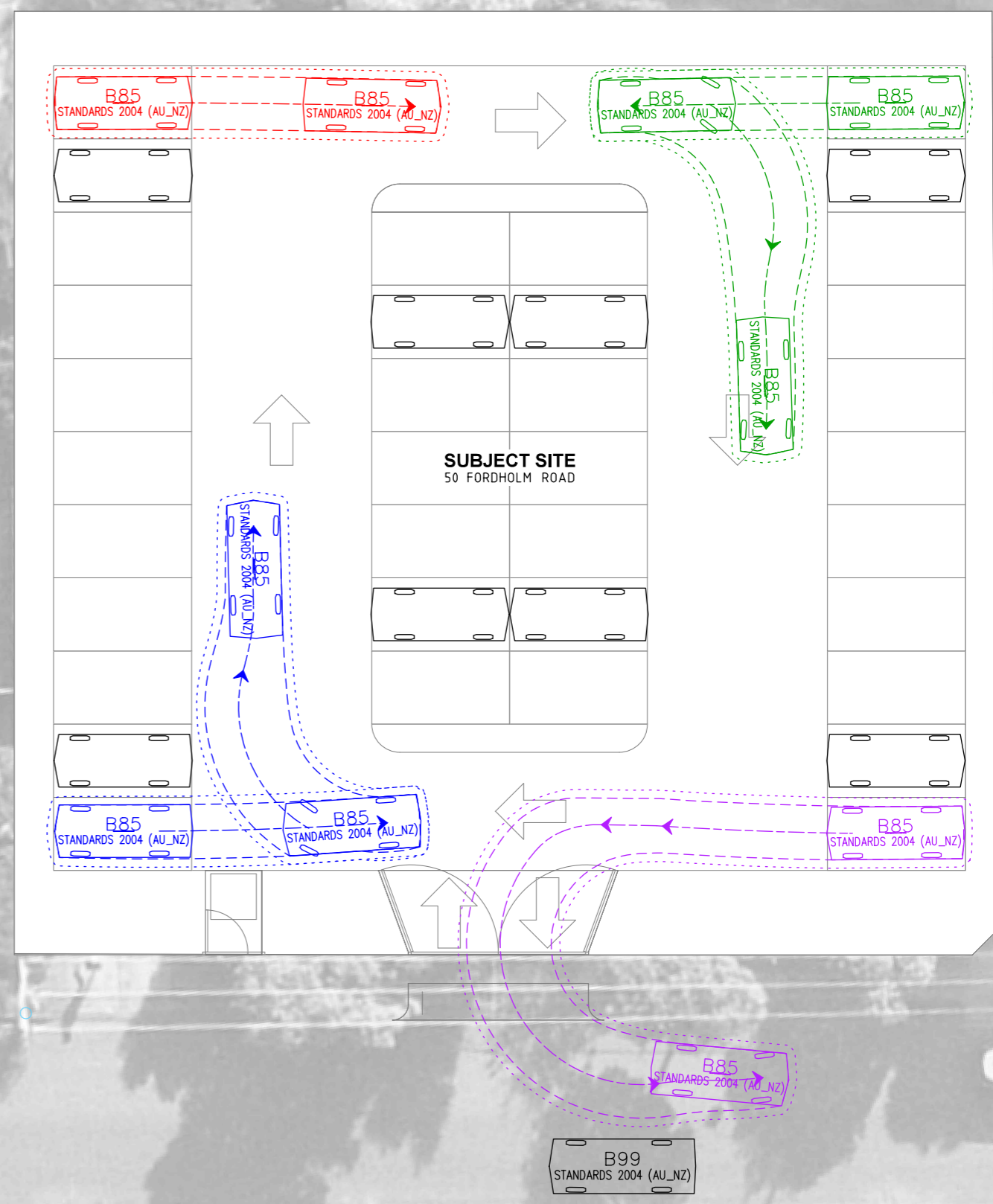


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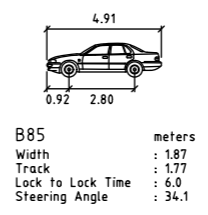
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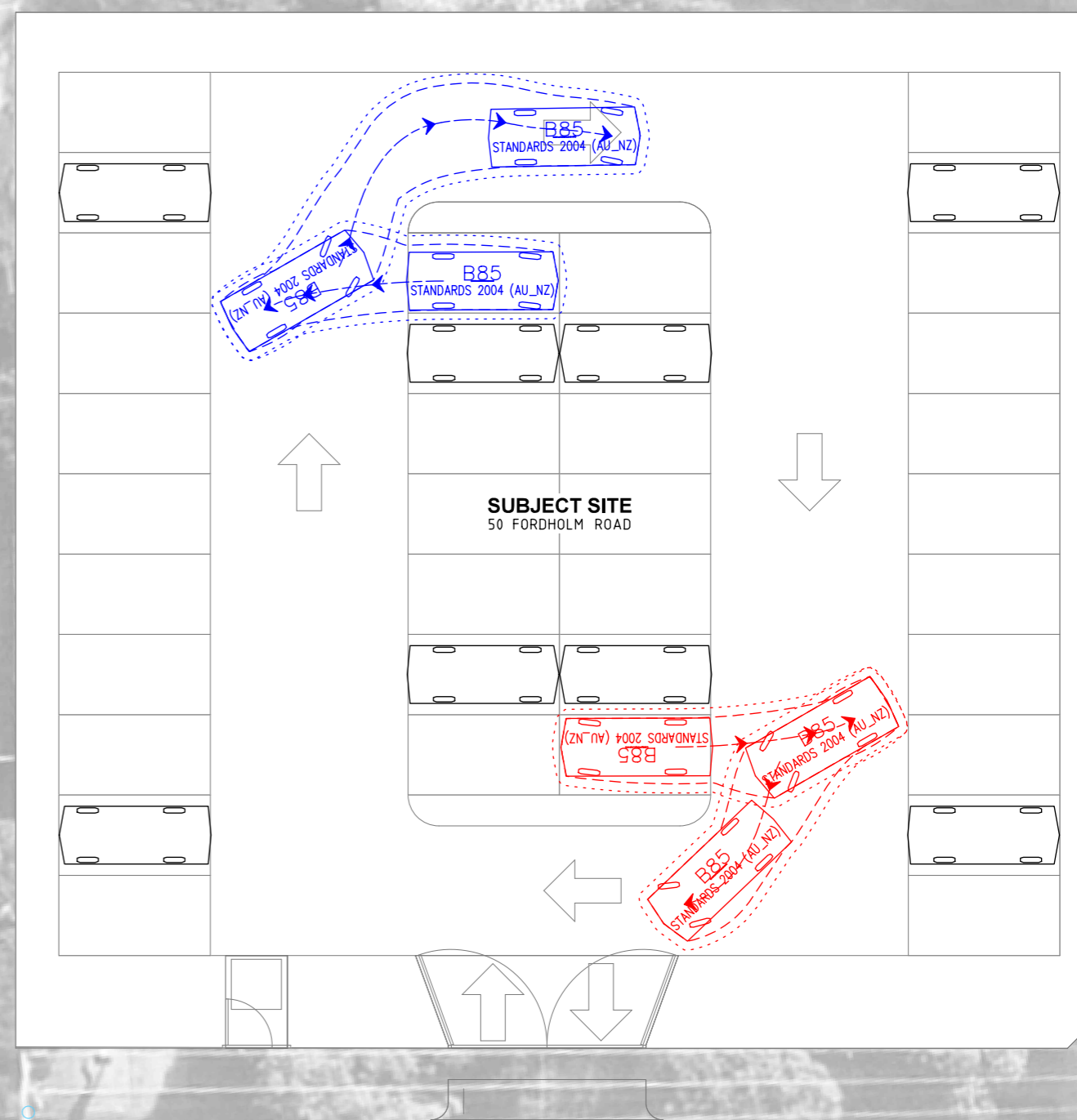
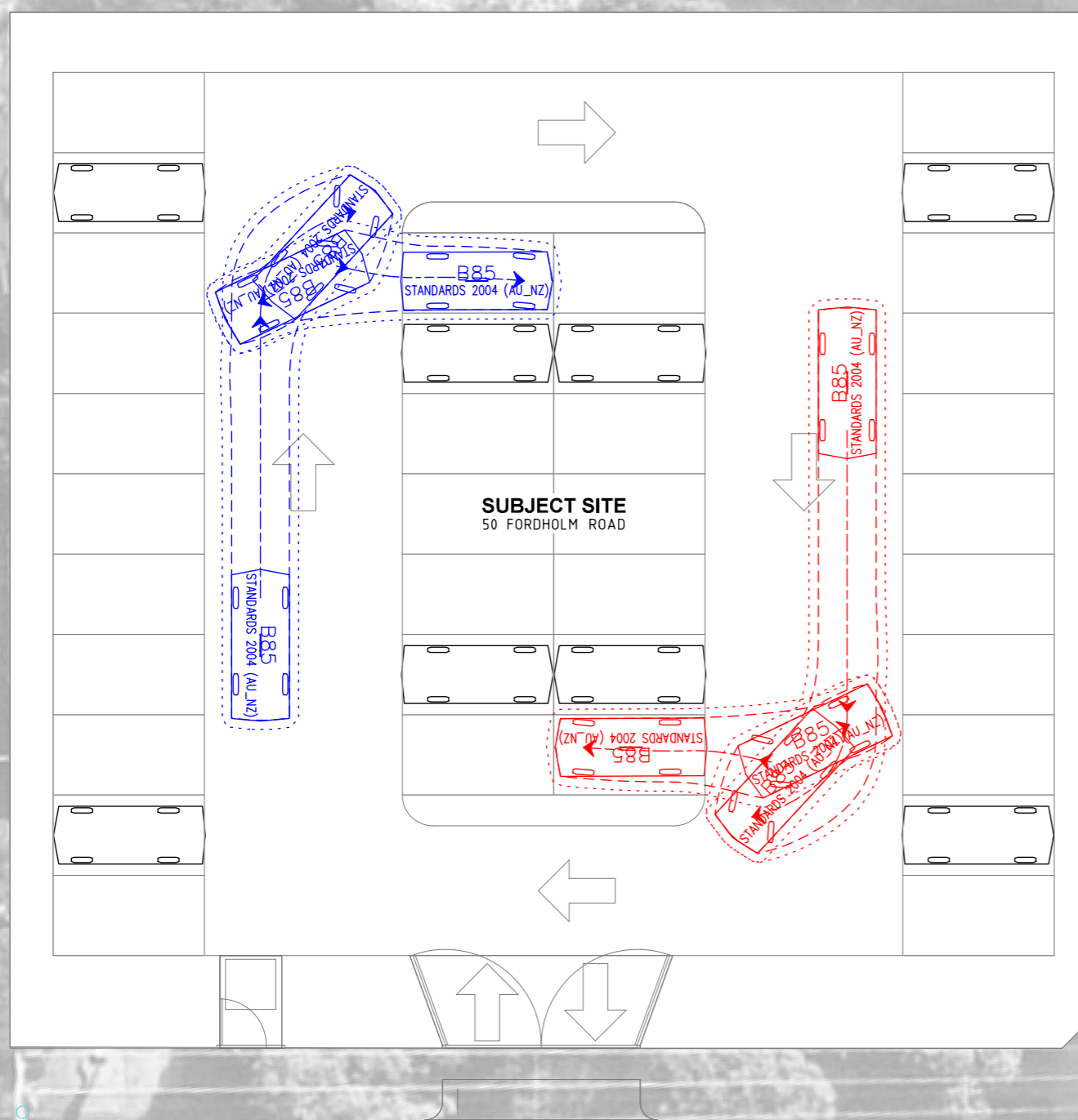
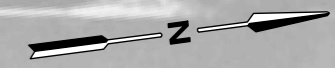
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Drawing Title 50 FORDHOLM ROAD, HAWTHORN VEHICLE SITE ACCESS AND CIRCULATION SWEEP PATH ANALYSIS		
Designed DA	Approved VG	Melway Ref 59 C1
Project Number 240295	Drawing Number SPA101	Revision A



FORDHOLM ROAD

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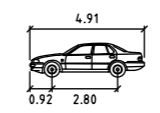
FORDHOLM ROAD

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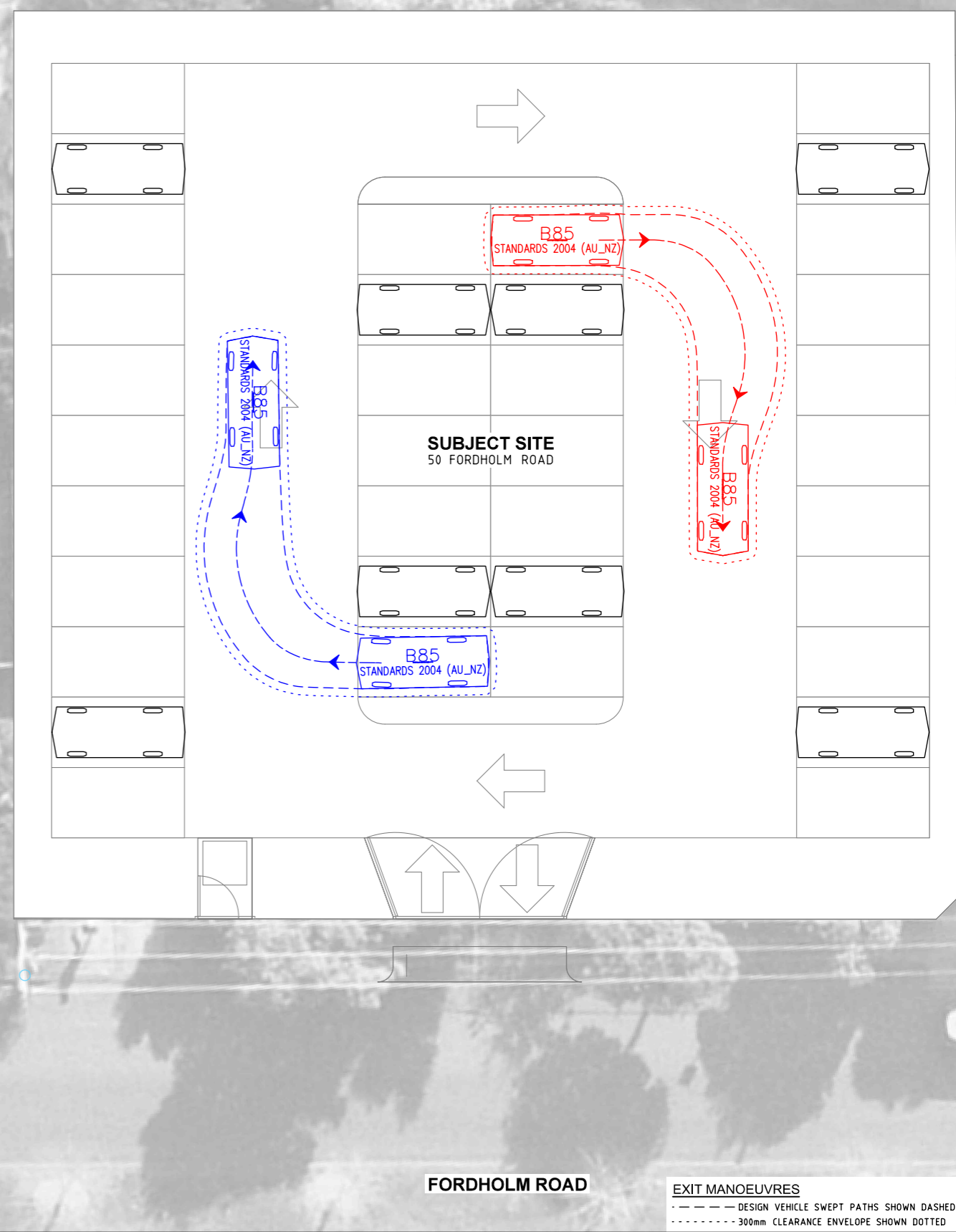
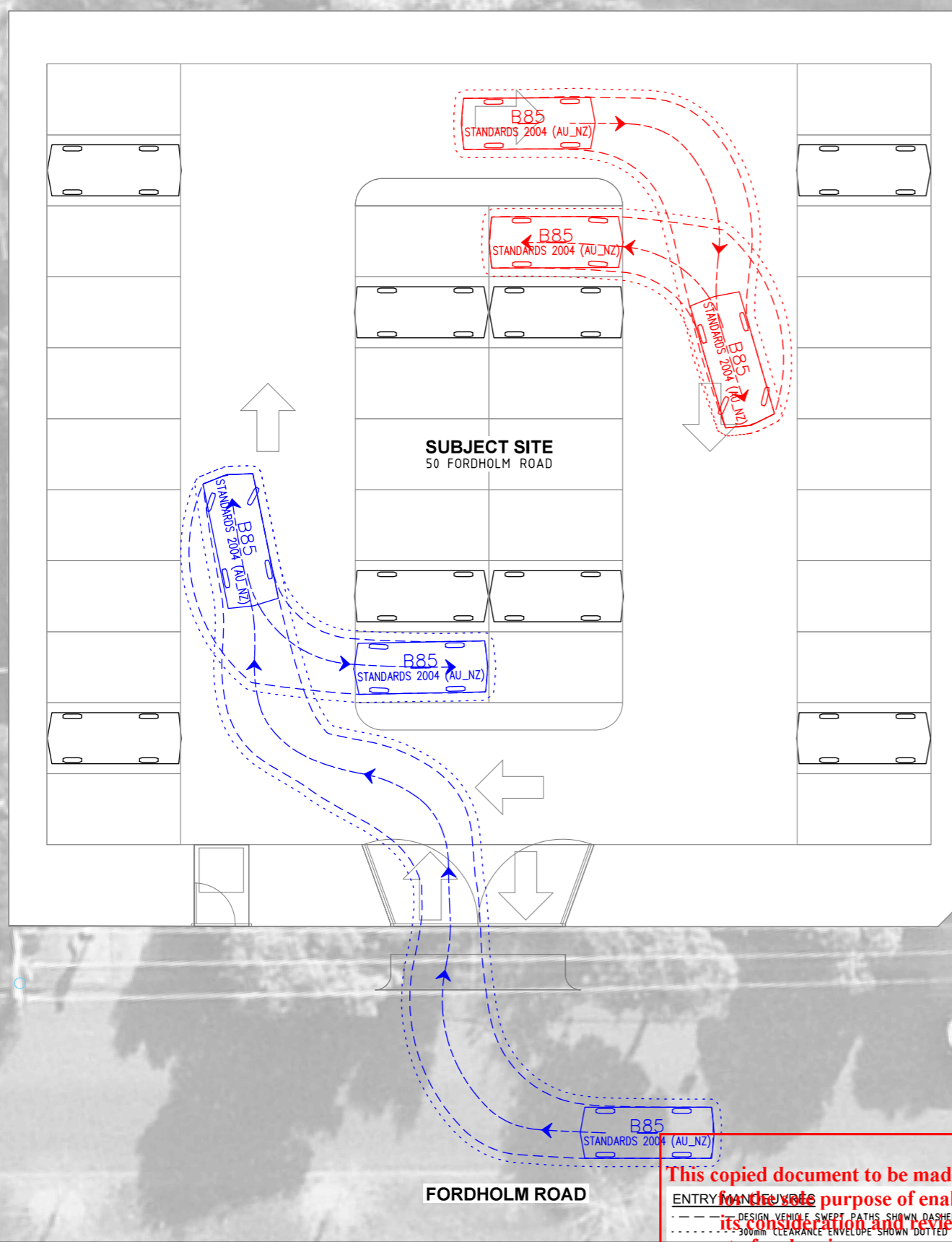
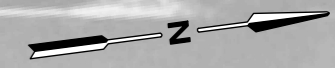


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 SWEEP PATH ANALYSIS

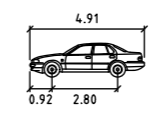
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Project Number 240295	Drawing Number SPA103	Revision A