

Client
MyCollege

Date
23 November 2023

Planning

Transport

Urban Design

Waste Management

Transport Impact Assessment

92 – 96 Railway Crescent, Broadmeadows

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Project
92 – 96 Railway Crescent, Broadmeadows

Prepared for
MyCollege

Our reference
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Version	Date	Issue	Prepared by	Checked by
D01	21/06/23	Draft	S. Naidu A. Mahajan	L. Inglis
F01	23/11/2023	RFI Response	S. Naidu A. Mahajan	L. Inglis

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1. Introduction

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1.1. Overview

Ratio Consultants has been engaged by Blur Architecture on behalf of the applicant, My College, to assess the parking and traffic implications of the proposed extension to the existing primary school at 92 – 96 Railway Crescent in Broadmeadows, and the inclusion of a secondary school.

This report has been prepared to assess the parking and traffic implications for the proposal and is based on recent parking surveys in the vicinity of the site and of previous studies of similar developments elsewhere in Melbourne.

1.2. Response to RFI

A request for further information (RFI) was received from the Department of Transport and Planning on 14 July 2023 in response to the town planning application requesting a number of pieces of further information. Those relating to traffic and car parking are reproduced below together with Ratio's responses to each:

5. Please clarify how the existing community centre relates to the current application. The Minister for Planning is the responsible authority for primary and secondary schools only and is not responsible for any place of assembly on the site. The proposed school use and development should operate (or be capable of operating) independently.

Response:

The subject site comprises the land addressed 92-96 Railway Crescent and 27-37 Kraft Court.

27-37 Kraft Court has an existing planning permit P14335.01 allowing for the development and use of a youth and community centre. The site operates a community centre accommodating 342 patrons, as discussed in the 'Existing Uses Operating On-Site' heading under Section 2.1. As detailed in the P14335.01 permit plans, and visible in aerial images, a childcare centre also operates on site within a separate building fronting Railway Crescent. The 102 existing car parking spaces provided on site to 27-37 Kraft Court are shared between the existing community centre and the childcare centre. The childcare centre is proposed to be removed as part of the current proposal to construct a school. On-site car parking would then be shared between the community centre and the proposed school (rather than sharing with the childcare centre, as previously approved).

92 Railway Crescent has an existing planning permit P21181 allowing for the development and use of an education centre.

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6. Traffic report amended to:

- a. Reflect student and staff numbers consistent with those identified in the planning report (or vice versa as relevant). The traffic report must include assessment based on accurate student and staff numbers.**

Response: Sections 3 to Section 8 of this report have been amended to reflect updated student and staff numbers, consistent with the revised application plans.

- b. Not rely on on-street car parking spaces, including proposed indented street car parking. Assessment must be based on on-site car parking in the first instance, with details of on-street spaces provided in terms of site context only.**

Response: The proposal does not seek to accommodate the statutory requirement for the school car parking on-street. Staff car parking for the school use is to be accommodated on-site.

During peak times of the community centre use, found to occur from approximately 1pm to 3pm Fridays, there may be an overflow of up to 6 car parking spaces generated by visitors to the community centre, which are accommodated across the community centre site frontage.

- c. Assess car parking requirements and provision excluding the existing community centre. The proposed school use and development should operate (or be capable of operating) independently.**

Response: As discussed above, the existing community centre currently shares its car parking supply with an existing childcare centre located on-site which fronts Railway Crescent, therefore the community centre already shares car parking with another use under existing conditions.

As discussed in Section 4, 62 car parking spaces are provided on-site for use by the community centre during off-peak times from Monday to Thursday.

On Fridays, it is proposed that 28 staff of the secondary school are to finish early, thereby creating capacity within the on-site car park and allowing visitors of the community centre to park on site during peak times on Fridays.

Please refer to Section 4 for further details.

7. G. Notation to confirm which car spaces are drop-off/pick-up and which spaces are for staff.

Response: Car parking on-site is to be provided as a shared resource between the school use and the community centre.

Noting that the statutory car parking requirement for the primary and secondary school is associated with staff, the on-site car parking provision for the school use to be provided for staff. Pick-up and drop-off activity by parents is to be accommodated on-street.

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2. Existing Conditions

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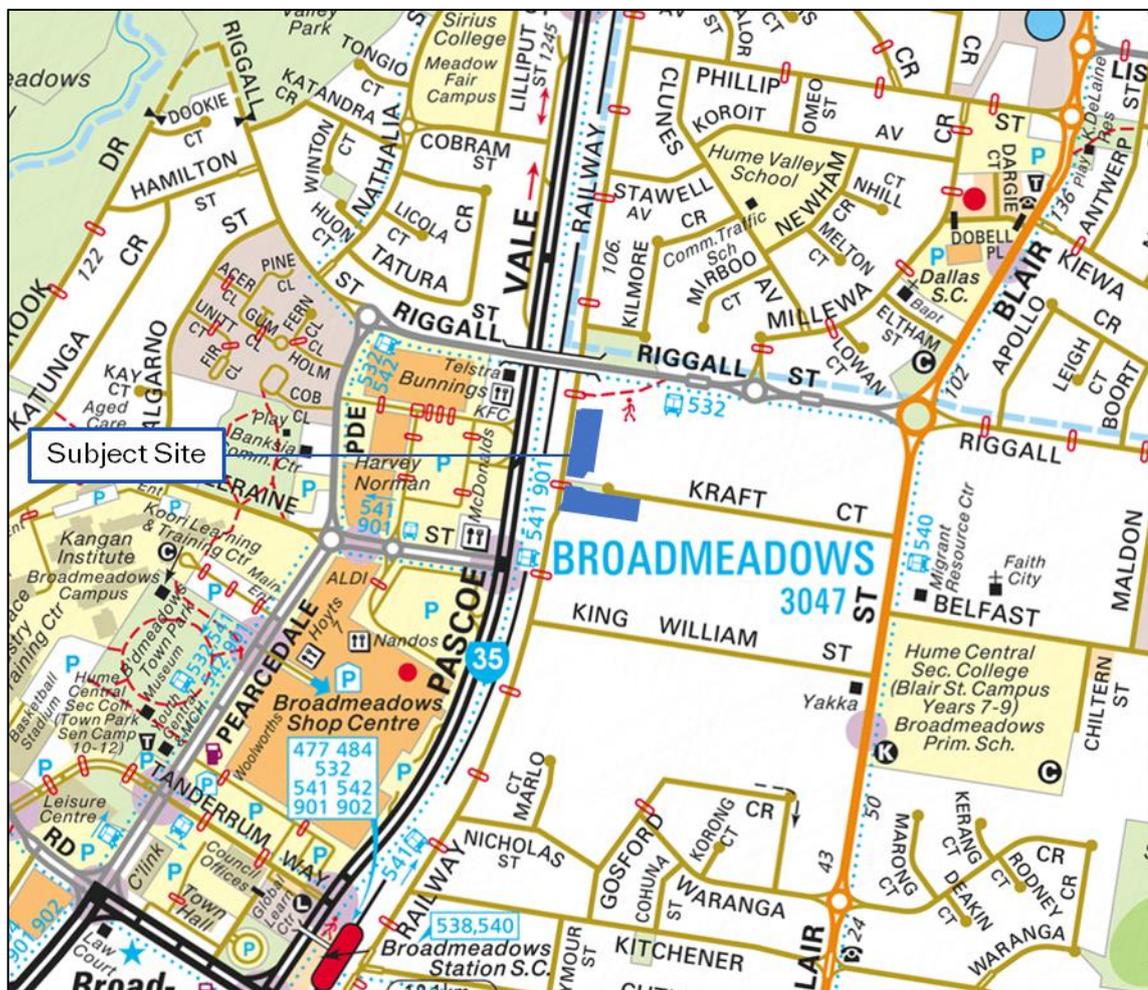
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2.1. Subject Site and Locality

The subject site comprises two land parcels which are located on the eastern side of Railway Crescent, in Broadmeadows. Each parcel of the site is provided with a secondary road frontage to Kraft Court to the east.

Figure 2-1 illustrates the location of the subject site relative to the surrounding road network.

Figure 2-1: Subject Site and Surrounds



Source: Melways.com.au

The site and land surrounding to the east and south is located within a Commercial 2 Zone (C2Z). Land use north of the site is generally residential.

The Craigieburn Railway Line is located on the western side of Railway Crescent. Rignall Street, north of the subject site, provides a vehicular and pedestrian crossing opportunity over the railway line. On the western side of the railway line, land uses are generally commercial in nature south of Rignall Street and residential to the north of Rignall Street.

Some notable non-residential land uses in the vicinity of the site include:

- Kilmore Crescent Reserve, located 100 metres north of the site.
- Broadmeadows Central, located approximately 150 metres west of the site.
- Broadmeadows Town Park, located 600 metres south-west of the site.
- Hume Central Secondary College, located 650 metres south-west of the site.
- Broadmeadows Town Centre, located 800 metres south-west of the site.
- Broadmeadows Library, located 800 metres south-west of the site.
- Broadmeadows Aquatic and Leisure Centre, located 850 metres south-west of the site.

The overall site comprises a total area of 16,764 square metres across two land parcels, as follows:

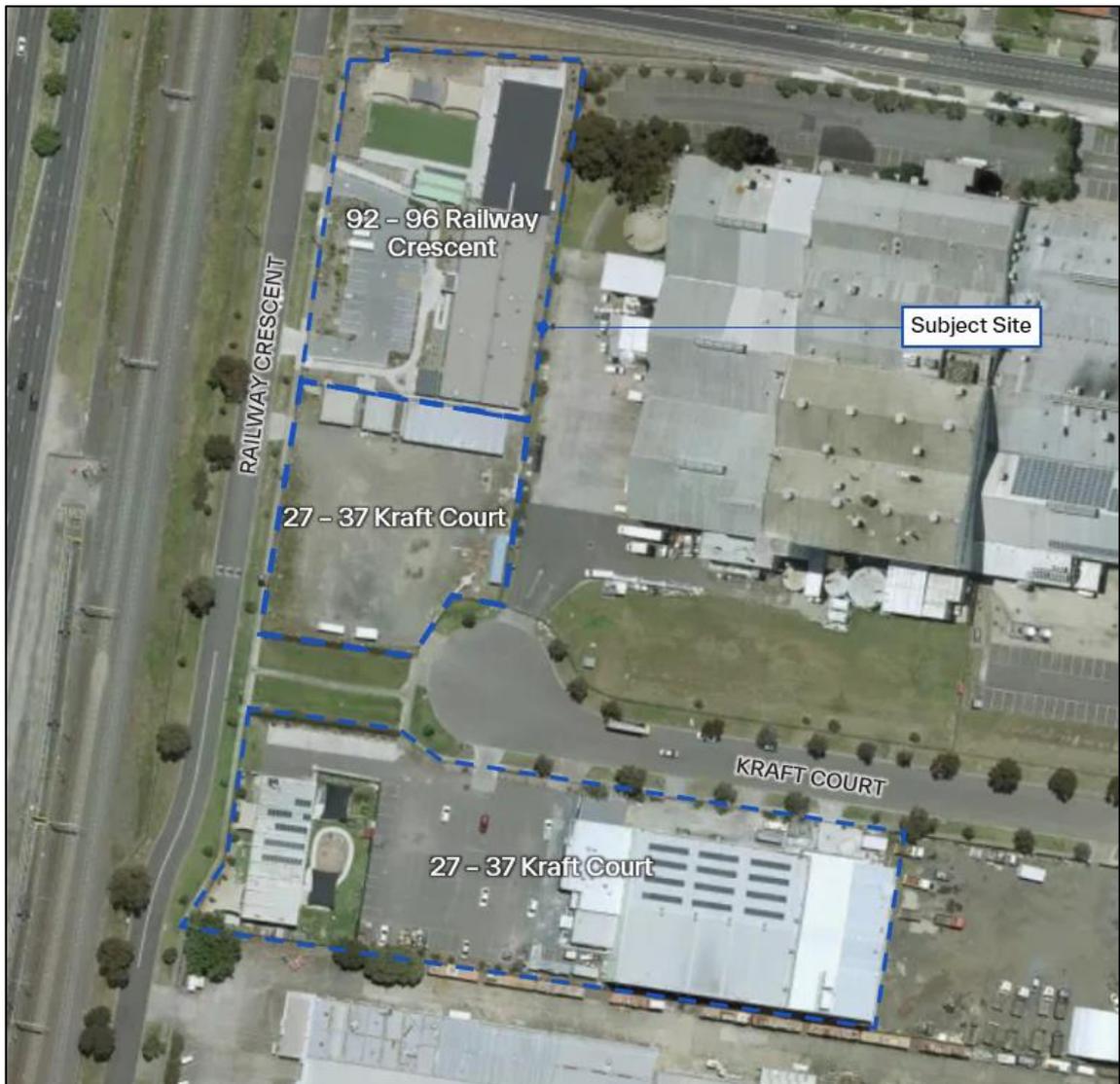
- 92-96 Railway Crescent, which is irregular in shape, with a frontage to Railway Crescent of 81.9 metres and a maximum site depth of 57.4 metres to provide a land area of approximately 4,990 square metres. There are two double-width crossovers on the western boundary of the land which connect to/from Railway Crescent. The land is currently occupied by the MyCollege primary school.
- 27-37 Kraft Court, which is irregular in shape, with a combined frontage to Railway Crescent of 119 metres and a combined frontage to Kraft Court of 140.8 metres, for an overall land area of approximately 11,774 square metres. There are five double-width crossovers on the southern portion of land and one double-width crossover on the northern portion of land which connect to/from Kraft Court. The land is currently occupied by a childcare centre and community centre.

An aerial image of the site and surroundings is illustrated in Figure 2.2.

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Figure 2-2: Aerial View of Site and Surroundings



Source: Landchecker.com.au

Existing Uses Operating On-Site

As described above, the existing site at 27-37 Kraft Court currently operates as a community centre and childcare centre.

The community centre accommodates up to 342 patrons and relies on a total of 102 car parking spaces provided across the paved car park on the same land parcel as the community centre and gravel car park within 27-37 Kraft Court.

2.2. Road Network

Railway Crescent is a Local Road under the care and management of Council in a north-south alignment between Camp Road to the south and Barry Road to the north.

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At the site frontage, Railway Crescent has a road reserve of 20m within which an 8.8m wide carriageway is provided, accommodating two way traffic and kerbside parking on both sides of the road, plus a constructed footpath on the eastern side of the road.

A posted speed limit of 50km/h applies to Railway Crescent adjacent the subject site.

Views of Railway Crescent facing north and south, respectively, are displayed in Figure 2-3 and Figure 2-4.

Figure 2-3: View of Railway Crescent Facing North at Site Frontage



Figure 2-4: Street View of Railway Crescent Facing South at Site Frontage



Kraft Court is a Local Road under the care and management of Council in an east-west alignment between Blair Street to the east and its termination in a court bowl at the site frontage to the west.

Kraft Court has a 22m wide road reserve and functions as an Industrial Access Street with a pavement width of 12m accommodating kerbside parking on both sides of the road and two-way traffic. A constructed footpath is provided to the southern side of Kraft Court and to the perimeter of the court bowl.

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The court bowl is provided with a diameter of approximately 32m to accommodate u-turn manoeuvres by heavy vehicles, consistent with the commercial uses in the precinct.

A posted speed limit of 50km/h applies to Kraft Court.

A view of Kraft Court facing east is displayed in Figure 2-5.

Figure 2-5: View of Kraft Court Facing East



2.3. Parking Conditions

Ratio Consultants commissioned car parking occupancy surveys to ascertain the availability of the on-street car parking within the vicinity of the subject site and existing on-site car parking areas on Friday 24 March 2023 between 7:00am to 7:00pm.

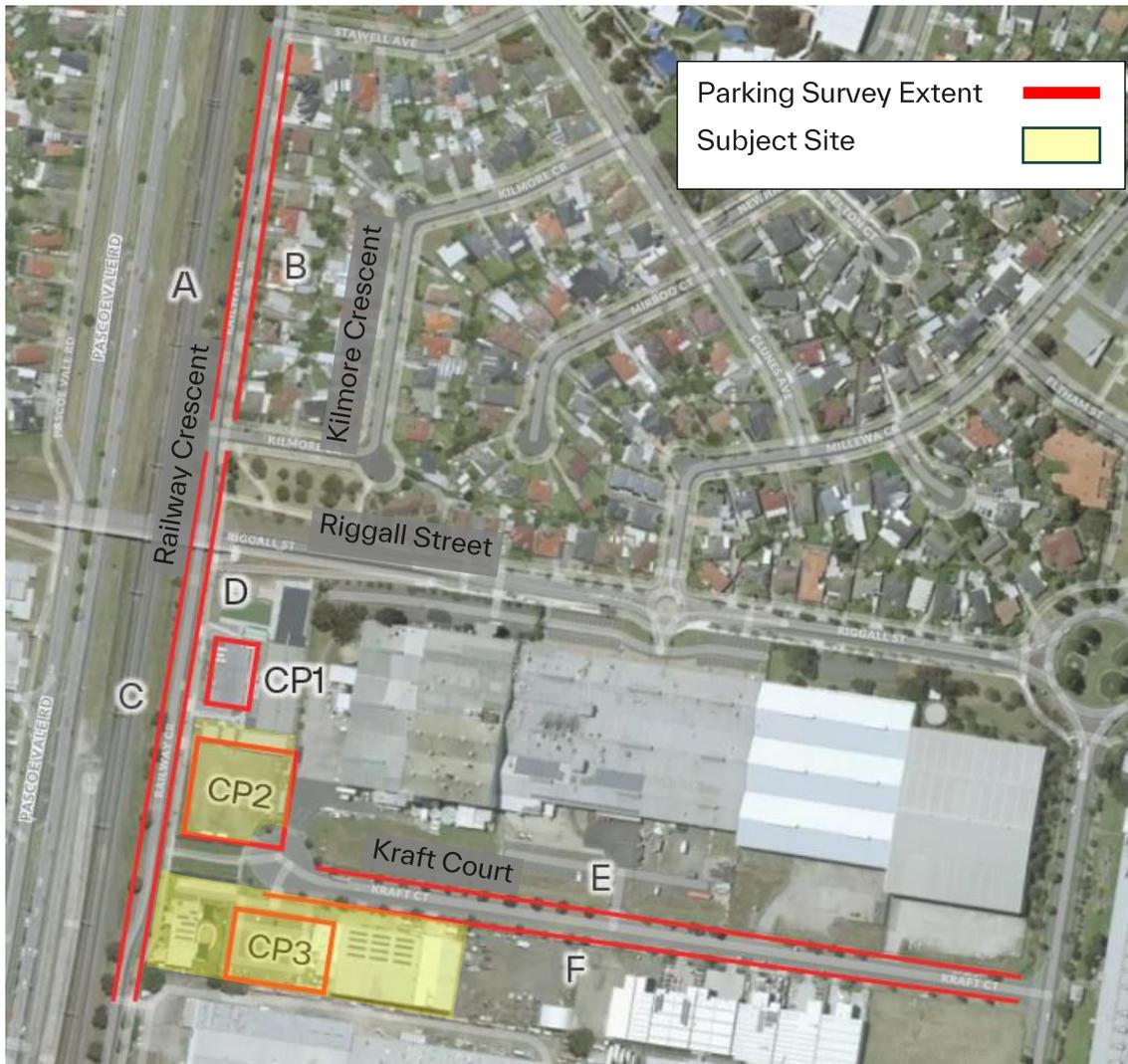
The survey area included the existing on-site car parking areas provided on both land parcels, and on-street kerbside parking provided on Railway Crescent and Kraft Court.

The car parking survey area is displayed in Figure 2-6.

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Figure 2-6: Car Parking Occupancy Survey Area



Parking Inventory

The parking survey inventory indicated a supply of 334 public parking spaces within the survey area. All parking within the survey area were unrestricted. The car parking occupancy results outline the following:

Friday 24 March 2023

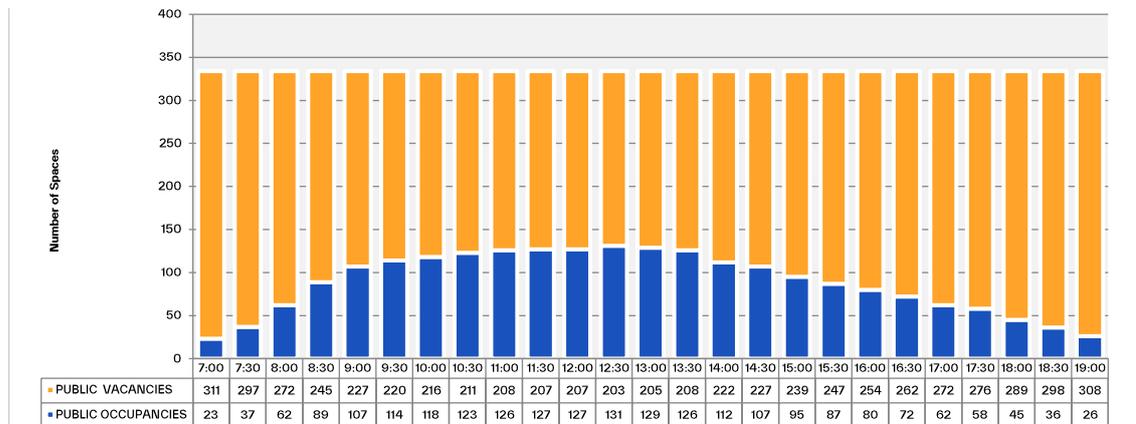
- There was initially a low car parking demand (23 spaces recorded as occupied, representing a demand of 7%).
- The car parking demand gradually increased until its peak between 12:30pm and 1:30pm, at which point a total of 139 spaces was recorded occupied (representing a demand of 39%).
- The car parking demand steadily declined until the end of the survey period at 7:00pm with 26 spaces occupied (representing an occupancy of 8%).

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The temporal parking demands for the survey period on Friday are shown in Graph 2.1.

Graph 2.1: Friday 24 March 2023 – Temporal Car Parking Demand Profile



2.4. Traffic Conditions

Ratio Consultants arranged the following surveys to ascertain the existing traffic conditions in the road surrounding the subject site:

- Turning Movement Counts at the intersection between Blair Street and Kraft Court, on Thursday 23 March 2023 between 7:30am to 9:30am and 2:30pm to 5:30pm.
- Pneumatic tube counts along Railway Crescent immediately outside the subject site, between Wednesday 22 March 2023 and Wednesday 29 March 2023.

The key findings of the traffic surveys have been summarised below and detailed results attached in Appendix A.

Turning Movement Count Surveys

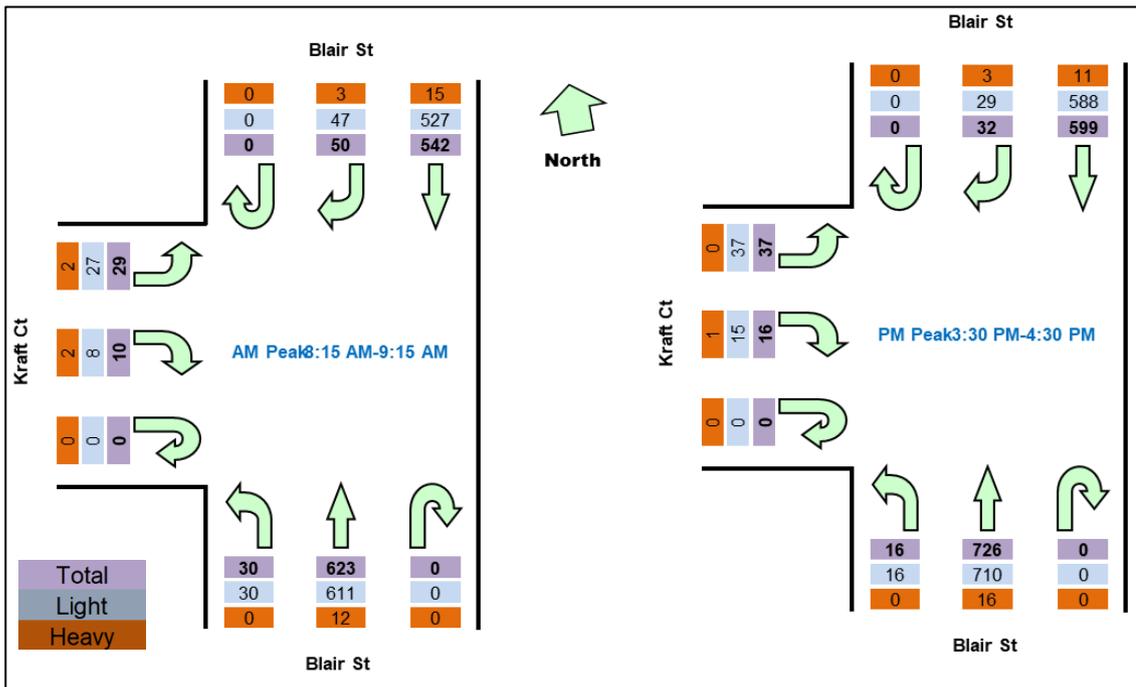
- The AM peak hour was found to occur from 8:15am to 9:15am.
- The PM peak hour was found to occur from 3:30pm to 4:30pm.

Figure 2-7 summarises the peak hour turning movement counts of the intersection between Blair Street and Kraft Court.

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Figure 2-7 Peak Hour Turning Movement Counts – Kraft Court/Blair Street



Pneumatic Tube Count Surveys

Key traffic volume data from the pneumatic tube count surveys have been summarised in Table 2.1.

Table 2.1: Pneumatic Tube Count Survey – Daily Traffic Volumes

Daily Vehicle Volume					
Mon	Tue	Wed	Thu	Fri	Weekday Average
1,916 vpd	1,861 vpd	1,987 vpd	2,109 vpd	2,494 vpd	2,073 vpd

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2.5. Sustainable Transport

Public Transport

The subject site is located within the Principal Public Transport Network (PPTN) Area, and has good access to Melbourne's public transport network. The location of the site relative to the PPTN Area is shown in Figure 2-9, and the conveniently accessible public transport services summarised in Table 2.2 and illustrated in Figure 2-8.

Table 2.2: Public Transport Services

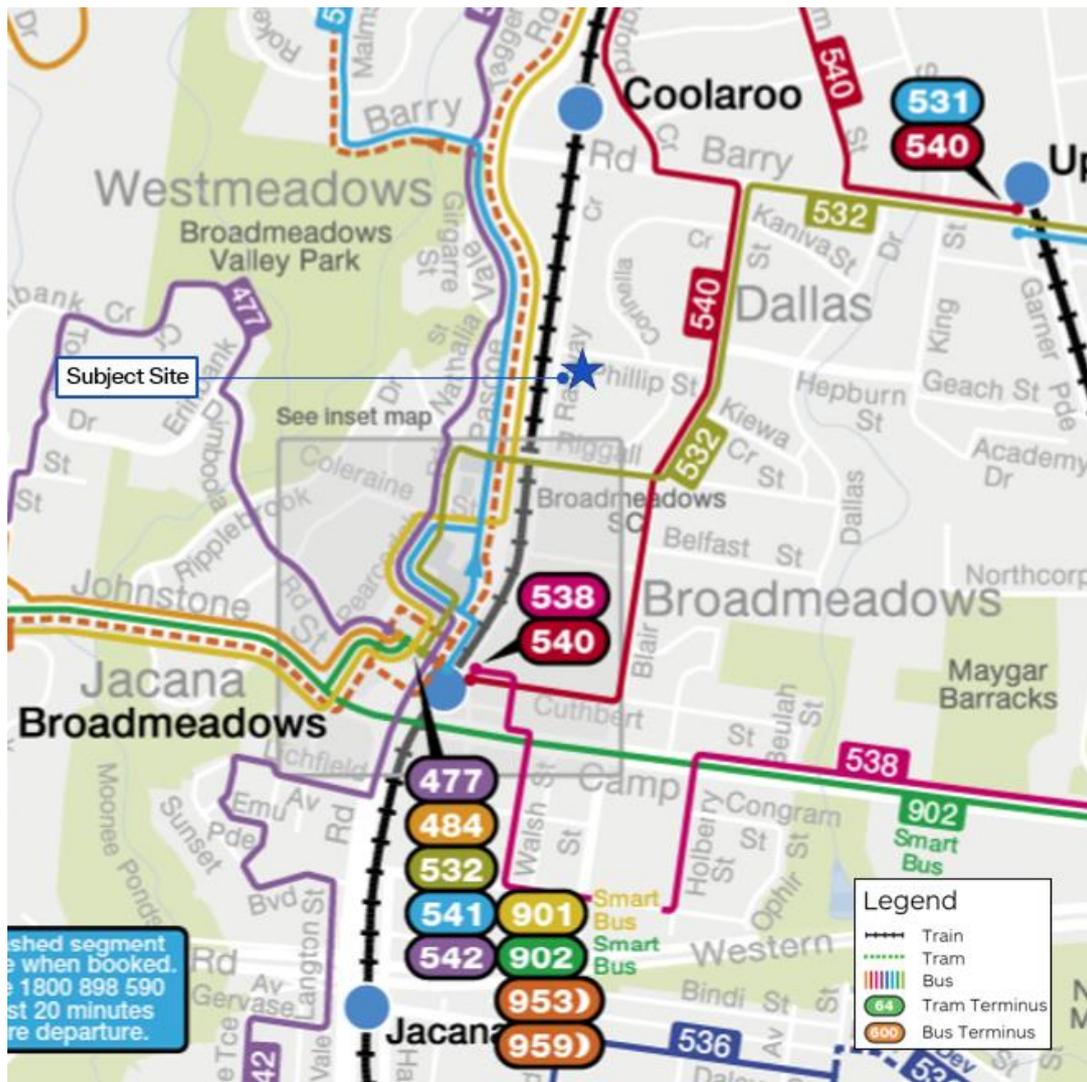
Service	Route #	Route	Nearest Stop	Approximate Walking Distance
Bus	532	Craigieburn Station – Broadmeadows Station via Upfield Station	Millewa Cres/Riggall St	260 metres (3 minutes)
	541	Broadmeadows Station – Craigieburn North (Mt Ridley Road)	Pascoe Vale Rd/Coleraine St	700 metres (9 minutes)
	901	Frankston – Melbourne Airport (SMARTBUS Service)		
	953	Broadmeadows Station – Craigieburn via Meadow Heights	Cobram St/Pascoe Vale Rd	650 metres (8 minutes)
Train		Craigieburn Line	Broadmeadows Station	900 metres (11 minutes)

Source: Public Transport Victoria

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Figure 2-8: Public Transport Services Proximate to the Subject Site

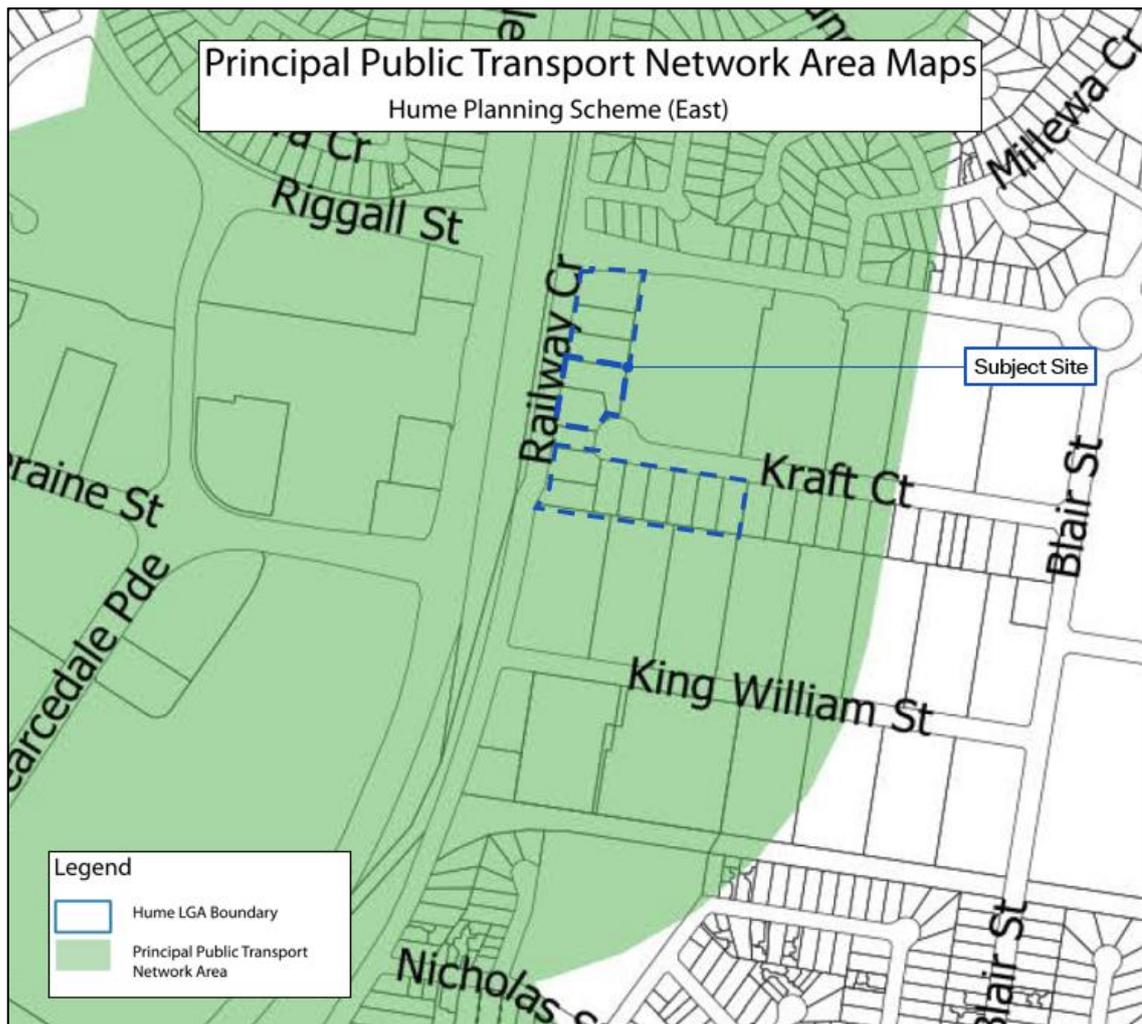


Source: Public Transport Victoria

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Figure 2-9: Subject Site relative to the PPTN Area



Source: DELWP

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Bicycle Network

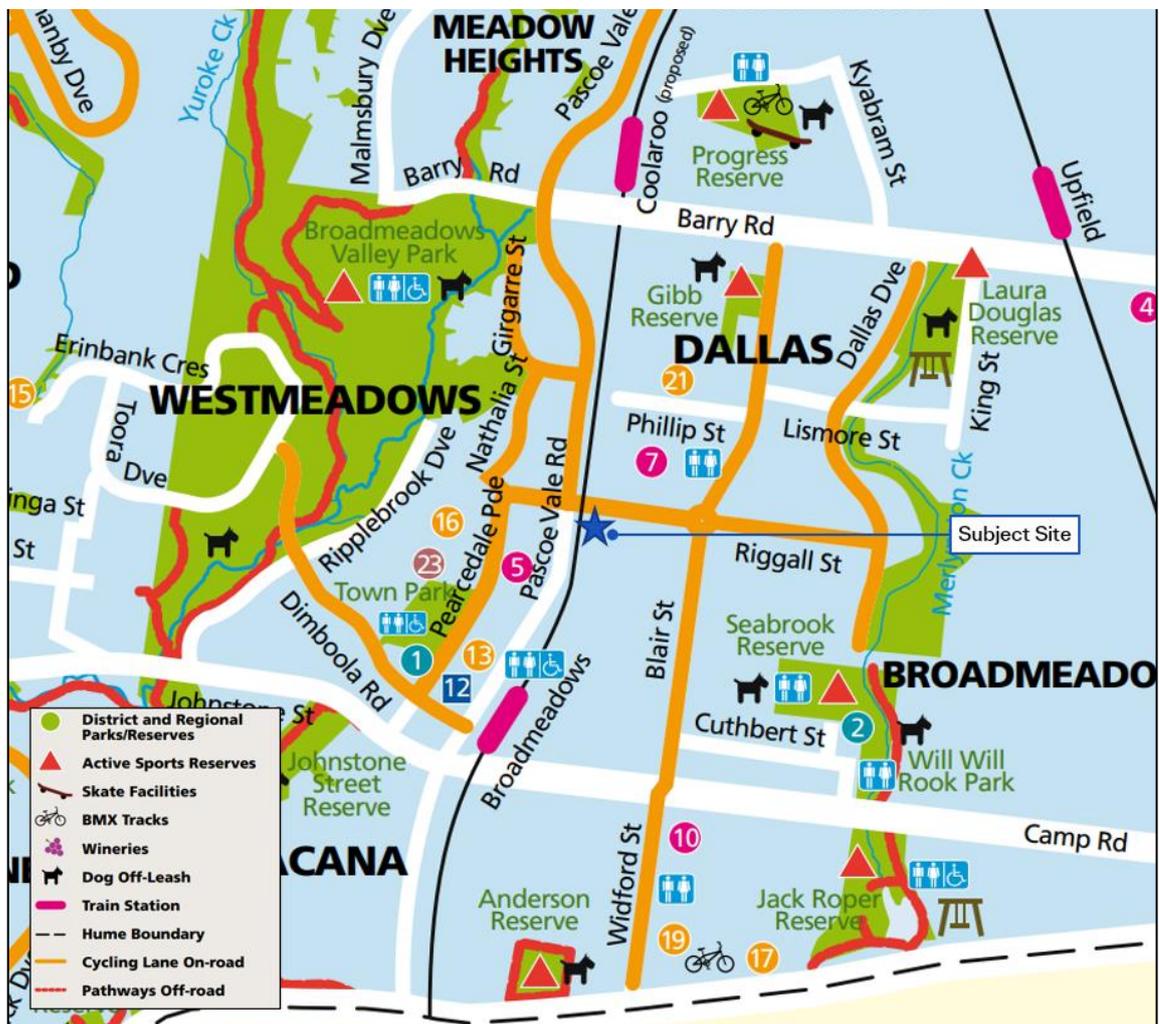
The subject site has some access to Melbourne's bicycle network, with the following key routes connecting to/from the site:

- On-road bicycle lanes along Widford Street, Blair Street, Riggall Street, Pascoe Vale Road, Dimboola Road and Pearcedale Parade.
- Off-road shared paths throughout the Broadmeadows Valley Park, and Will Will Rook Park.

The bicycle infrastructure connecting to/from the subject site are shown in Figure 2-10.

It is noted that dedicated bicycle infrastructure is not provided to Railway Crescent or Kraft Court in the vicinity of the site.

Figure 2-10: Bicycle Infrastructure Surrounding Subject Site



Source: Hume City Council

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3. The Proposal

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3.1. Overview

The proposal includes redevelopment of the parcels of land located at 92-96 Railway Crescent and 27-37 Kraft Court, including the expansion of the existing Primary School and the construction of a Secondary School, along with the associated changes to the car parking areas on the subject sites. The school is to be provided as a non-government school for Islamic students.

SECONDARY SCHOOL

- Boy's Secondary School catering for up to 288 students,
- Girl's Secondary School catering for up to 432 students,
- 77 secondary school staff expected on-site at any one time from Monday to Friday 12noon. After 12noon Friday, a total of 49 staff are proposed on site at any one time.

PRIMARY SCHOOL

- Primary School catering for up to 672 students,
- 73 Primary School staff expected on-site.

EXISTING COMMUNITY CENTRE USE

The existing Community Centre on site is to be retained, whilst the existing childcare centre is to be removed.

CAR PARKING

The proposal consists of total **227** on-site car parking spaces at the following locations:

- A two level car park accommodating a total of 152 car parking spaces for use by school staff, to be shared with the community centre, accessed via a new crossover to Kraft Court,
- 18 car parking spaces including 2 DDA spaces within an at-grade car park accessed via Railway Crescent, provided for use by the school,
- 47 car parking spaces provided within a new at grade car park on the southern side of the primary school, with access provided both to Kraft Court and Railway Crescent,
- Retention of 10 car parking spaces along the northern front of the existing community centre (within the site) accessed by Kraft Court.

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In order to improve traffic flow on Railway Crescent during pick-up and drop-off times, it is proposed that a total of 13 new indented car parking spaces are provided along the site frontage to accommodate pick up and drop off movements, subject to Council approval.

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4. Car Parking Assessment

4.1. Clause 52.06 Planning Scheme Assessment

Parking requirements for new developments are set out under Clause 52.06 of the Hume Planning Scheme. The purpose of the Clause, among other things, is:

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

The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme: or
- A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

As per Amendment VC148, Column B rates of Table 1 from Clause 52.06 of the Hume Planning Scheme apply if:

- Any part of the land is identified as being within the Principal Public Transport Network Area as shown in the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or
- A Schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

The site of the proposed development is located within the PPTN Area and therefore is subject to Column B rates from Table 1 of Clause 52.06.

In consideration of the above, an assessment of the statutory car parking requirements for proposed development against Clause 52.06-5 is set out in Table 4.1.

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The existing Community Centre is to be retained on the subject site, therefore the overall car parking provision on site is to cater for both the proposed school uses and the existing Community Centre.

Table 4.1: Statutory Car Parking Requirement

Land Use	Employees/Patron	Statutory Parking Rate	Statutory Requirement
Primary School (Proposed)	73 employees	1 space to each employee that is part of the maximum number of employees on the site at any time	73 spaces
Secondary School (Proposed)	77 employees	1.2 spaces to each employee that is part of the maximum number of employees on the site at any time	92 spaces
Community Centre (Existing)	342 patrons	0.3 to each patron permitted	102 spaces
Total Statutory Requirement			267 spaces

As a result of the above assessment, the proposed school development has a statutory requirement to provide 165 car parking spaces associated with staff car parking, and the existing community centre development has a requirement to provide 102 car parking spaces.

On the basis that it is proposed to provide a total of 227 car parking spaces on site, the development seeks a reduction of 40 car parking spaces against the Clause 52.06 statutory requirement.

Under the provision of Clause 52.06, the Responsible Authority is able to reduce the parking requirements (including reduced to zero), provided the applicant satisfies the responsible authority that the provision of car parking is justified on the basis of:

- The car parking demand likely to be generated by the use; and
- Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the use.

4.2. Use of Car Parking on Site

As discussed within the following car parking demand assessment, the community centre is found to experience peak car parking at specific times during the week. Based on the existing use of the community centre and the anticipated typical operations of the school, car parking on-site is proposed to be shared between the two uses.

4.3. Car Parking Demand Assessment

Clause 52.06-7 states the following with respect to applications to reduce car parking requirements:

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“An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed...new use”.

The following factors are to be addressed by a Car Parking Demand Assessment:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study

An assessment of those factors considered relevant to the development is provided below:

Variation of Car Parking Demand Over Time

SCHOOL

Car parking demands generated by the school use are to be generated by staff car parking and pick-up/drop-off movements by parents.

Staff parking demand is generally expected to be all-day car parking by full time staff, and for portions of the day by part time or support staff. The school is proposed to accommodate a maximum of 150 staff on site at any one time. Surveys conducted of the existing cohort of primary school staff shows that 9% of existing staff are dropped off or car pool to school, as such, based on current survey data the 150 staff could be expected to generate approximately 137 car parking spaces.

Pick-up and drop-off car parking for school uses can typically be observed as a concentration of traffic for approximately 20mins to 30mins during the morning drop-off period, and evening pick-up period. Outside of these times, minimal car parking demand is generated by typical school student activity.

It is noted that the statutory car parking requirement for both Secondary and Primary School use is based on the number of staff on site at any one time. As such, the statutory car parking requirement is considered to be associated with staff of the school, and that pick-up and drop-off movements are accommodated on-street based on the statutory rates.

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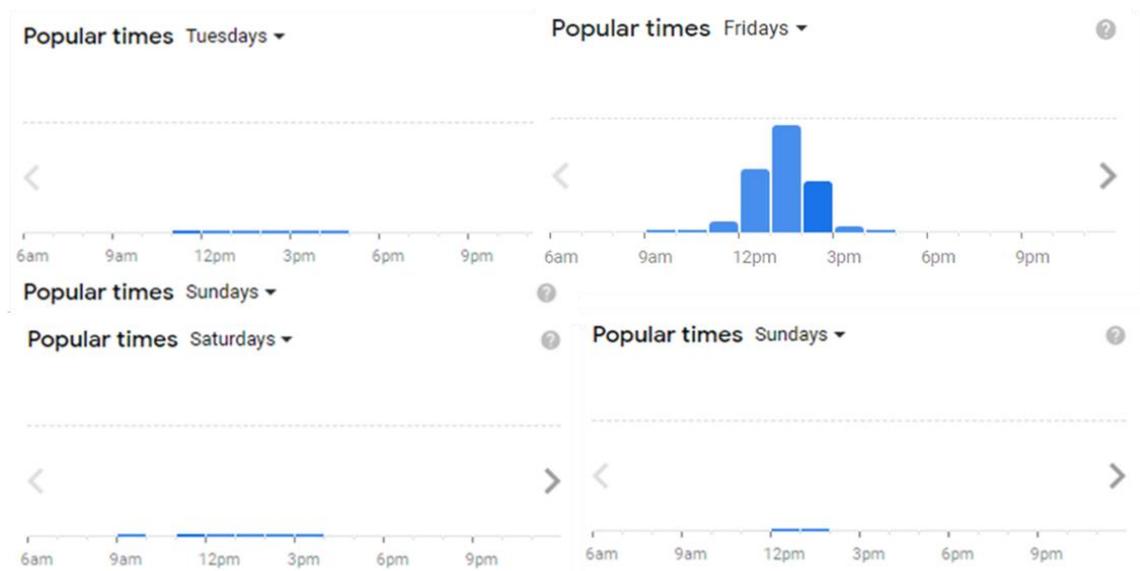
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COMMUNITY CENTRE

The existing community centre on the subject site 27-37 Kraft Court currently operates as My Centre Mosque with ancillary restaurant.

Review of Google Analytics visitation data for My Centre Mosque shows the existing community use to experience peak activity during Friday afternoons from approximately 1:00pm to 3:00pm and minimal activity at other times of week, as displayed in Figure 4-1.

Figure 4-1: My Centre Mosque – Visitation Charts



Sharing of Car Parking Resources

The overall proposed development is provided with a total of 227 on-site car parking spaces for the combined school and community uses.

The statutory car parking requirement of 165 spaces for the school use is accommodated within the on-site provision. 62 car parking spaces are therefore provided for the use of the community centre during out-of-peak times for the community centre, which is considered to be sufficient to cater for typical car parking demand generated by the centre from Monday to Thursday.

As discussed above, the existing community centre is shown to experience peak activity during Friday afternoons from approx. 12noon to 3pm.

On Fridays, it is proposed that 28 staff of the secondary school are to finish early. Application of the statutory car parking rate to 28 staff results in 33 car parking spaces, thereby accommodating an additional 33 car parking spaces (in addition to the 62 spaces) for the community centre use.

An additional 6 car parking spaces are provided on-street on Kraft Court at the frontage of the community centre, which may be utilised by visitors to the community centre at peak times during Fridays.

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Public Transport Availability

As discussed in Section 2.5, the secondary school site is located approximately 900m from the Broadmeadows Railway Station. Numerous bus services are also located within walking distance of the site, providing connection to locations such as Craigieburn North, Frankston and Meadow Heights.

Public transport options provide a viable alternative for staff and students, especially secondary students, to travel to and from school via sustainable transport.

Availability of On-Street Car Parking

COMMUNITY CENTRE ON-STREET CAR PARKING

The Community Centre use will be provided with 6 car parking spaces at its site frontage of the built form.

SCHOOL ON-STREET PICK-UP / DROP-OFF PARKING

On-street and kerbside car parking is to be provided for the use of parents to pick-up and drop-off children.

A total of 13 indented car parking spaces are proposed at the site frontage of Railway Crescent in order to improve vehicle circulation on Railway Crescent.

Approximately 4 spaces are accommodated at the school site frontage on Kraft Court.

In the order of 40 spaces are accommodated on-street on Railway Crescent on the western side of the road and the frontage of the Kilmore Crescent Reserve in the vicinity of the site.

School staff car parking is to be accommodated on-site, as discussed within proceeding sections.

4.4. Adequacy of the Proposed Car Parking Provision

The total of 233 car parking spaces provided across the subject site is considered satisfactory on the basis of the following:

- The proposed secondary school and primary school generate a combined statutory car parking requirement of 165 spaces, which is accommodated for within the proposed on-site provision.
- The community centre is provided with 62 spaces for use during off-peak times from Monday to Thursday, which is considered to satisfy the typical parking demand generated during these times based on review of Google Analytics data for the existing use.
- Google Analytics visitation data shows that peak activity generated by the community centre typically occurs from 12noon to 3pm Fridays, with minimal activity generated at other times of day and week.
- In order to accommodate the car parking demand generated by the Community Centre during peak times on Friday afternoons, it is proposed that 28 secondary school staff are to finish at 12noon on Fridays, accommodating 33 car parking spaces on-site for the community centre based on the statutory secondary school parking rate of 1.2 spaces per staff member.

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- 6 car parking spaces are provided at the frontage of the Community Centre building on Kraft Court which are considered available for use by the Community Centre.
- Public transport services are available in the vicinity of the site, including the Broadmeadows Railway Station and numerous bus routes providing opportunity for staff and students, especially secondary students, to travel to school via sustainable transport.

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5. Access Arrangements

5.1. Clause 52.06 Design Standard Assessment

The proposed access arrangements and car parking layout have been designed in accordance with the objectives and design requirements of Clause 52.06-9 of the Hume Planning Scheme, AS/NZS 2890.6:2009 and with the relevant sections of AS/NZS 2890.1:2004.

Design Standard 1 – Accessways

Vehicular access to the proposed car parking areas is provided via total of five crossovers, including three new crossovers to Railway Crescent and two new crossovers to Kraft Court.

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5.1.

Table 5.1: Design Standard 1 Assessment - Accessways

Requirement	Comments
Must be at least 3m wide.	<u>Satisfied</u> – Two single width crossovers to Railway Crescent are designed with a minimum width of 3 metre and remaining three double width crossovers are designed with a minimum width of 6 metre.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	<u>Satisfied</u>
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.	<u>Satisfied</u> – Minimum of 1 metre blind aisle extension provided for last spaces of a dead end accessway in accordance with the AS2890.1:2004.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	<u>Satisfied</u> – A minimum headroom clearance of 2.1 metres is provided for all car parking spaces.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone, the accessway must be designed so that cars can exit the site in a forward direction.	<u>Satisfied</u> – All cars can enter and exit the site in a forward direction.

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Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone.	Satisfied – Only applicable to the two level car park at the rear of the proposed secondary school site. A minimum of 6.1 metre by 7 metre long passing area provided at the entrance to the car park ramp.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m 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 900mm in height.	Satisfied – A 2 metre wide by 2.5 metre length clear pedestrian splay has been provided for all the crossovers providing access to Kraft Court or Railway Crescent. Car park gates will be at least 50% clear of any visual obstruction ensuring clear line of sight for vehicles egressing the proposed car parks.
If an accessway to four or more car parking spaces is from land in a Transport Zone, the access to the car spaces must be at least 6m from the road carriageway.	N/A – Access to the car parking spaces is not from land in a Transport Zone.
If entry to the car space is from a road, the width of the accessway may include the road.	N/A – Entry to the car spaces is not directly from a road.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5:2.

Table 5:2: Design Standard 2 Assessment – Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Car parking spaces have been provided with dimensions in accordance with Table 2 of Design Standard 2 to Clause 52.06 of the Hume Planning Scheme.
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 2.1m above the space.	Satisfied – Any obstructions are located in accordance with Diagram 1 of Design Standard 2.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space	N/A – No garages or carports are proposed on site.

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and 5.5m wide for a double space measured inside the garage or carport.	
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/A - No tandem car parking spaces are proposed on site.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A - No dwelling proposed on-site.
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 500mm.	Satisfied - DDA spaces proposed on-site are of minimum dimension of 2.4 metres wide x 5.4 metres long with an adjacent shared space of equal dimension.

Design Standard 3 - Gradients

Design Standard 3 of Clause 52.06-9 relates to the design of gradients. The requirements of Design Standard 3 are assessed against the proposal in Table 5.3 below:

Table 5.3 Design Standard 3 Assessment - Gradients

Requirement	Comments
Accessway grades must not be steeper than 1:10 (10%) within 5m of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Satisfied - The accessway grade is not steeper than 1:10 for any of the car parks proposed on-site.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 of Design Standard 3 and be designed for vehicles travelling in a forward direction.	Satisfied - The maximum ramp grade proposed is 1:8 which is compliant for a public car park of ramp length less than 20 metres.
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than	Satisfied - No differences in grade of greater than 1:8 is proposed.

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3 metres apart for clearances, to the satisfaction of the responsible authority.	
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6. Bicycle Parking Assessment

6.1. Clause 52.34 Planning Scheme Assessment

The provisions set out under Clause 52.34-3 of the Hume Planning Scheme require that bicycle parking be provided at the following rates, as shown in Table 5.1:

Table 6.1: Bicycle Parking Statutory Requirements

Use	Type	Number	Statutory Rate	Statutory Requirement
Primary School	Staff	73	1 to each 20 employees	4
	Student	144	1 to each 5 pupils over year 4	30
Secondary School	Staff	77	1 to each 20 employees	4
	Student	880	1 to each 5 pupils	176
Total				8 staff spaces 206 student spaces

On the basis of the above assessment, the proposed development has a statutory requirement to provide 214 bicycle parking spaces comprising 8 employee spaces and 206 student spaces.

The development provides a total of 255 bicycle parking spaces, with 240 being provided for students and 15 spaces provided for staff, thereby satisfying the statutory requirement.

Bicycle Parking Layout

Bicycle parking spaces have been designed in accordance with the dimensional requirements of AS2890.3:2015. More specifically, the following standards have been met:

- Horizontal bicycle rails are spaces at 1.0 metre intervals, with an envelope of 1.8 metres and accessed via an aisle with a width of at least 1.5 metres,
- 100% of bicycle parking is provided in horizontal arrangement, exceeding the AS2890.3:2015 minimum for 20% in horizontal arrangement.

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7. Traffic Considerations

7.1. Traffic Impacts

Traffic generated by the proposed school is anticipated to be concentrated around 20mins to 30mins around school drop-off and pick-up times. Whilst congestion is anticipated on Railway Crescent and Kraft Court during these times, traffic is anticipated to dissipate quickly after the commencement of school and after pick-up.

As per typical school locations, residents or staff in the surrounding area will be aware of school peak periods and will plan their trips accordingly to avoid the school road frontages or travel outside of the half hour peaks.

The community centre is an existing use and as such, traffic generation by this use is already accommodated for within the road network.

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8. Conclusion

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It is proposed to redevelop the parcels of land located at 92-96 Railway Crescent and 27-37 Kraft Court in Broadmeadows, including the expansion of the existing Primary School and the construction of a Secondary School. Based on the foregoing assessment, the following conclusions have been reached:

- The total of 233 car parking spaces provided across the subject site is considered satisfactory on the basis of the following:
 - The proposed secondary school and primary school generate a combined statutory car parking requirement of 165 spaces, which is accommodated for within the proposed on-site provision.
 - The community centre is provided with 62 spaces for use during off-peak times from Monday to Thursday, which is considered to satisfy the typical parking demand generated during these times based on review of Google Analytics data for the existing use.
 - Google Analytics visitation data shows that peak activity generated by the community centre typically occurs from 12noon to 3pm Fridays, with minimal activity generated at other times of day and week.
 - In order to accommodate the car parking demand generated by the Community Centre during peak times on Friday afternoons, it is proposed that 28 secondary school staff are to finish at 12noon on Fridays, accommodating 33 car parking spaces on-site for the community centre based on the statutory secondary school parking rate of 1.2 spaces per staff member.
 - 6 car parking spaces are provided at the frontage of the Community Centre building on Kraft Court which are considered available for use by the Community Centre.
 - Public transport services are available in the vicinity of the site, including the Broadmeadows Railway Station and numerous bus routes providing opportunity for staff and students, especially secondary students, to travel to school via sustainable transport.
- The proposed development has a statutory requirement to provide 214 bicycle parking spaces comprising 8 employee spaces and 206 student spaces. The development provides a total of 255 bicycle parking spaces, with 240 being provided for students and 15 spaces provided for staff, thereby exceeding the statutory requirement.
- The proposal is anticipated to generate a concentration of traffic for approximately 20mins to 30mins during the morning and afternoon drop-off and pick-up periods. During these times, a concentration of traffic is anticipated at the road frontages of Railway Crescent and Kraft Court. Outside of these times, traffic is anticipated to dissipate quickly with minimal delays.

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Appendix A

Traffic and Parking Surveys

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TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Kraft Ct and Blair St, Broadmeadows

GPS -37.677556, 144.928852

Date:	Thu 23/03/23
Weather:	Fine
Suburban:	Broadmeadows
Customer:	Ratio

North:	Blair St
East:	N/A
South:	Blair St
West:	Kraft Ct

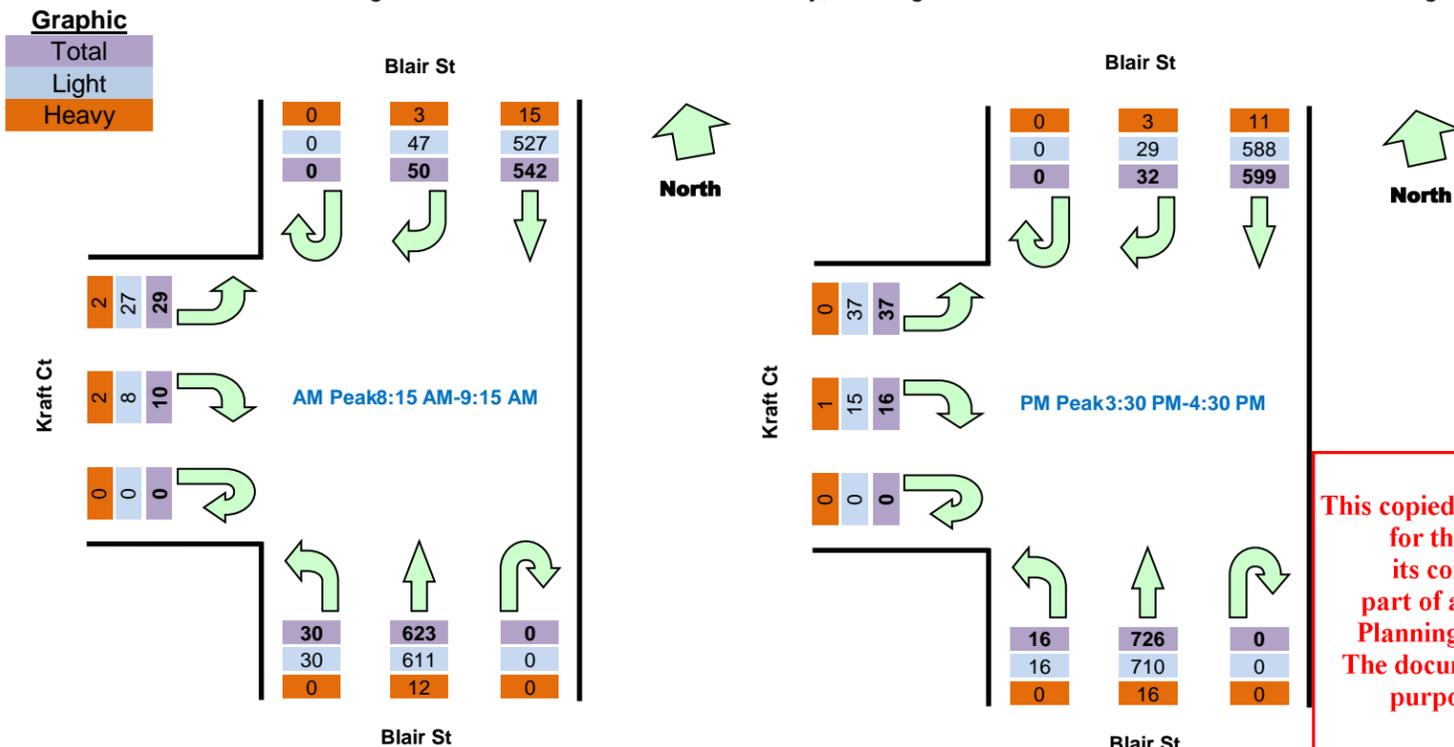
Survey Period	AM: 7:30 AM-9:30 AM	PM: 2:30 PM-5:30 PM
Traffic Peak	AM: 8:15 AM-9:15 AM	PM: 3:30 PM-4:30 PM

All Vehicles

Time		North Approach Blair St			South Approach Blair St			West Approach Kraft Ct			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:30	7:45	0	2	103	0	67	3	0	1	0	1042	
7:45	8:00	0	4	136	0	75	10	0	6	2	1186	
8:00	8:15	0	8	175	0	101	11	0	1	2	1260	
8:15	8:30	0	7	170	0	154	1	0	1	2	1284	Peak
8:30	8:45	0	10	121	0	176	5	0	1	7	1202	
8:45	9:00	0	11	114	0	158	10	0	1	13		
9:00	9:15	0	22	137	0	135	14	0	7	7		
9:15	9:30	0	13	114	0	94	16	0	4	12		
14:30	14:45	0	9	177	0	156	6	0	7	12	1358	
14:45	15:00	0	8	168	0	146	2	0	9	9	1364	
15:00	15:15	0	4	137	0	180	4	0	6	16	1396	
15:15	15:30	0	4	127	1	149	5	0	3	13	1403	
15:30	15:45	0	8	155	0	196	4	0	5	5	1426	Peak
15:45	16:00	0	3	170	0	187	2	0	4	8	1371	
16:00	16:15	0	10	137	0	195	2	0	2	8	1299	
16:15	16:30	0	11	137	0	148	8	0	5	16	1303	
16:30	16:45	0	10	135	0	148	10	0	2	13	1314	
16:45	17:00	2	18	117	0	140	14	0	6	5		
17:00	17:15	0	10	160	0	148	7	0	15	18		
17:15	17:30	1	4	144	0	159	5	0	10	13		

Peak Time		North Approach Blair St			South Approach Blair St			West Approach Kraft Ct			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:15	9:15	0	50	542	0	623	30	0	10	29	1284
15:30	16:30	0	32	599	0	726	16	0	16	37	1426

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



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Appendix B

Bicycle Parking Specifications

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Arc de Triomphe™



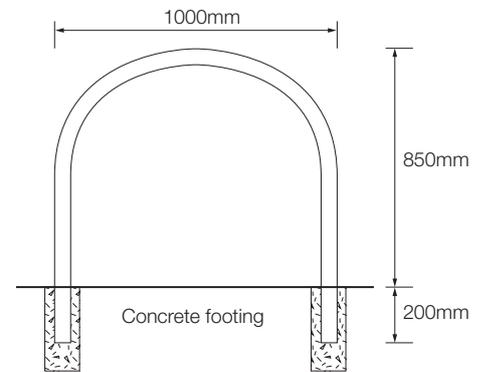
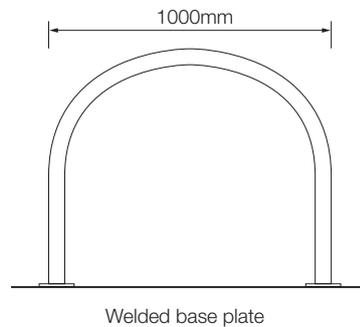
Galvanised finish / Stainless Steel finish

Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

Dimensions



Specifications

Material options

- Galvanised (Duragal)
- 316 Marine grade stainless steel

Fixing options

- Welded flange - Bolt on
- In situ

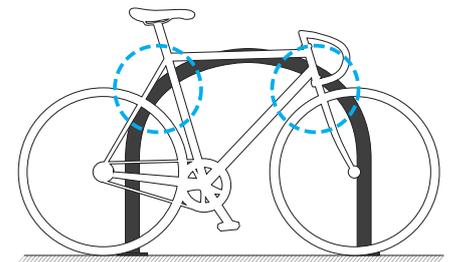
Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

Dimensions

1000mm [w] x 850mm [h]

Locking Points



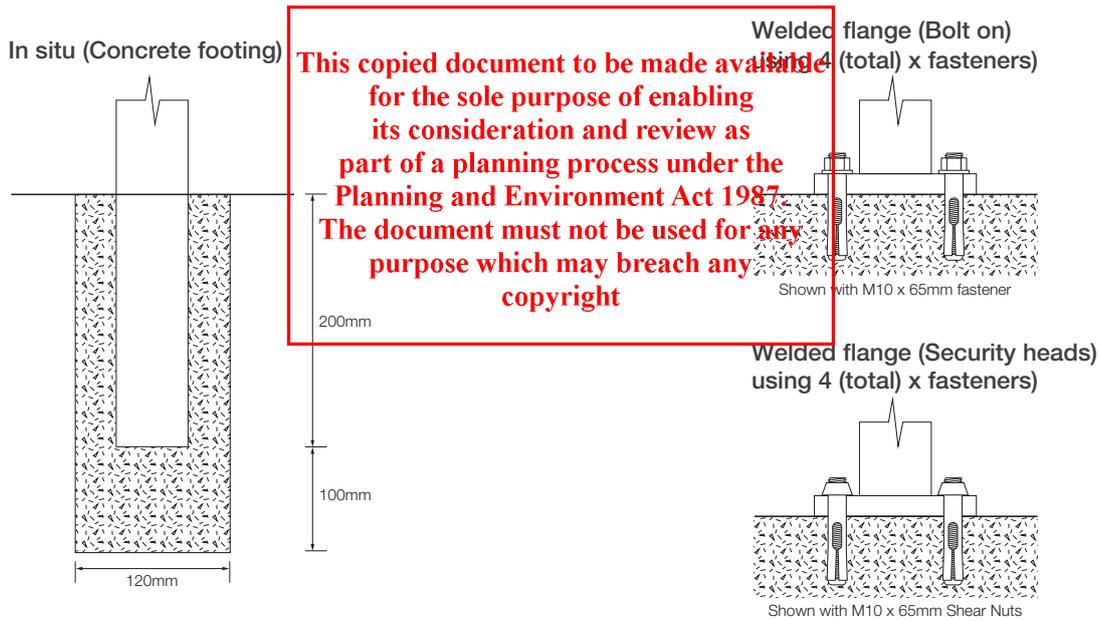
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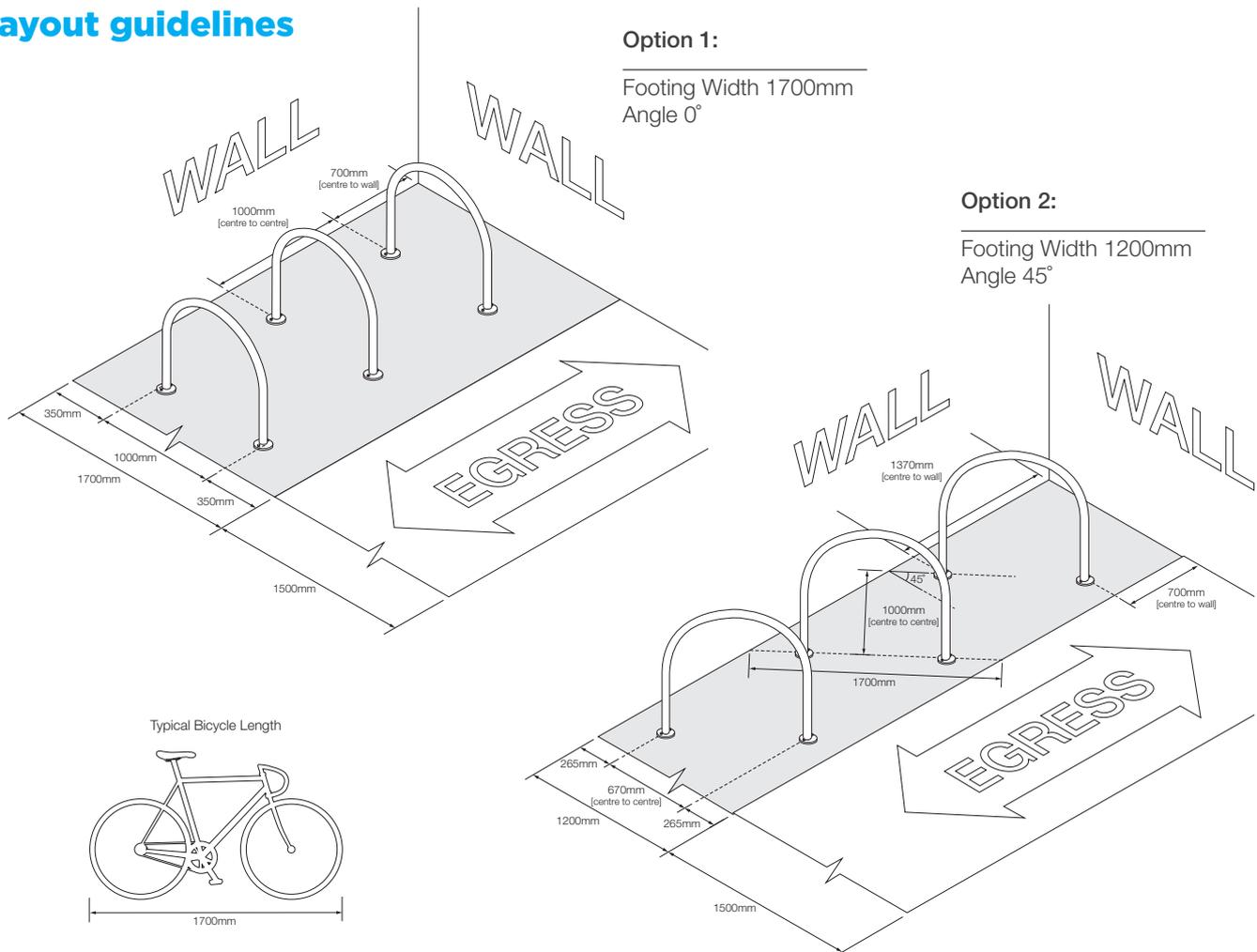
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Fixing options



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Layout guidelines



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