Traffix Group

Traffic Engineering Assessment

Maranatha Christian School, Endeavour Hills – Proposed Early Learning Centre & Building D Extension

104-108 Reema Boulevard, Endeavour Hills

Prepared for
Maranatha Christian School

March 2026

G37145R-03A

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Document Control

Our Reference: G37145R-03A

Issue No.	Type	Date	Prepared By	Approved By
A	Final	06/03/26	R. Bandara	B. Chisholm (RPE7582)

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems

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1. Introduction

Traffix Group has been engaged by Maranatha Christian School to undertake a Traffic Engineering Assessment for the proposed Early Learning Centre (ELC) and Building D extension at 104-108 Reema Boulevard, Endeavour Hills.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed ELC and Building D Extension.

In the course of undertaking this assessment, we reviewed background material, inspected the subject site, observed existing car parking and traffic conditions at the existing school, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows:

2. Existing Conditions

2.1. Subject Site

The subject land, addressed as 104-108 Reema Boulevard, Endeavour Hills, is located on the northern side of Reema Boulevard and west side of Hallam North Road.

The overall school site is irregular in shape with a total area of approximately 4.99 hectares. It has a frontage of approximately 53 metres to Reema Boulevard along the southern boundary of the school, and a frontage of approximately 88 metres to Hallam North Road along the eastern boundary of the school

The overall site accommodates Maranatha Christian School Endeavour Hills Campus and currently accommodates students from Prep to Year 12.

The site currently provides 127 formal on-site car spaces, including 120 standard car spaces and 7 parallel drop-off/pick-up car spaces. In addition, there are some areas where informal parking occurs such near the maintenance shed.

The site provides two vehicle connections with Reema Boulevard. The western connection accommodates both entry and exit movements, whereas the eastern connection accommodates exit movements only.

A locality plan and aerial photograph are provided at Figure 1 and Figure 2, respectively.

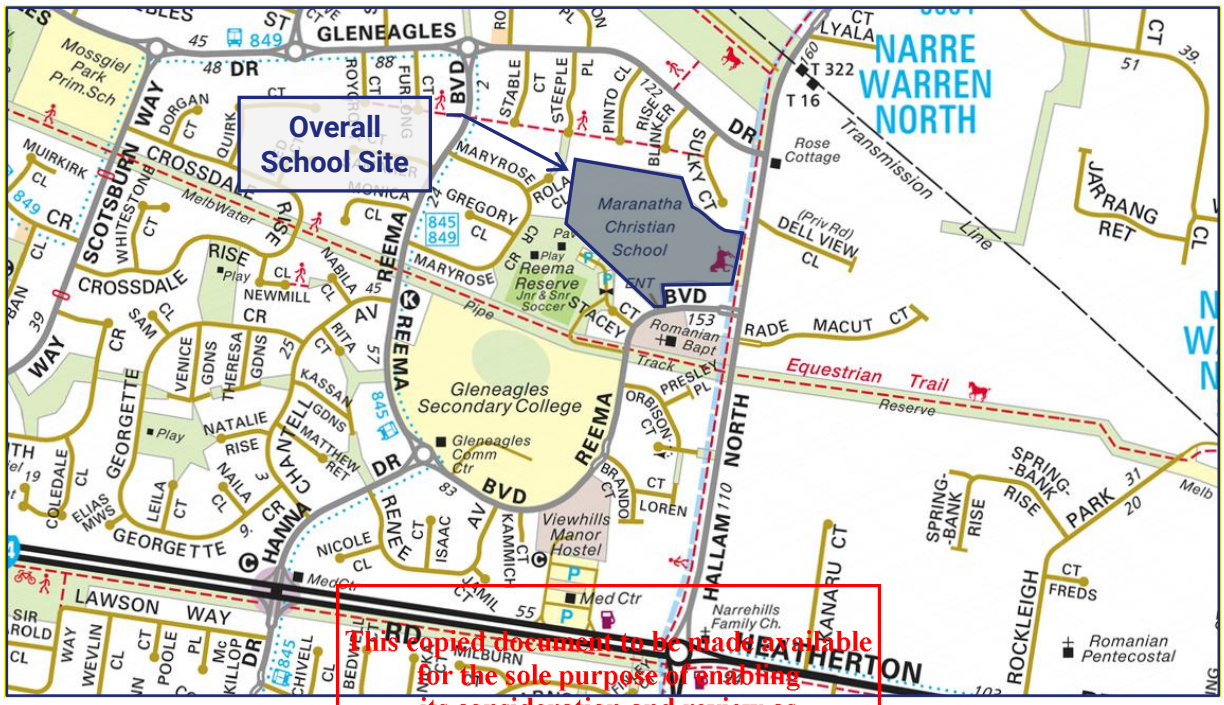


Figure 1: Locality Map

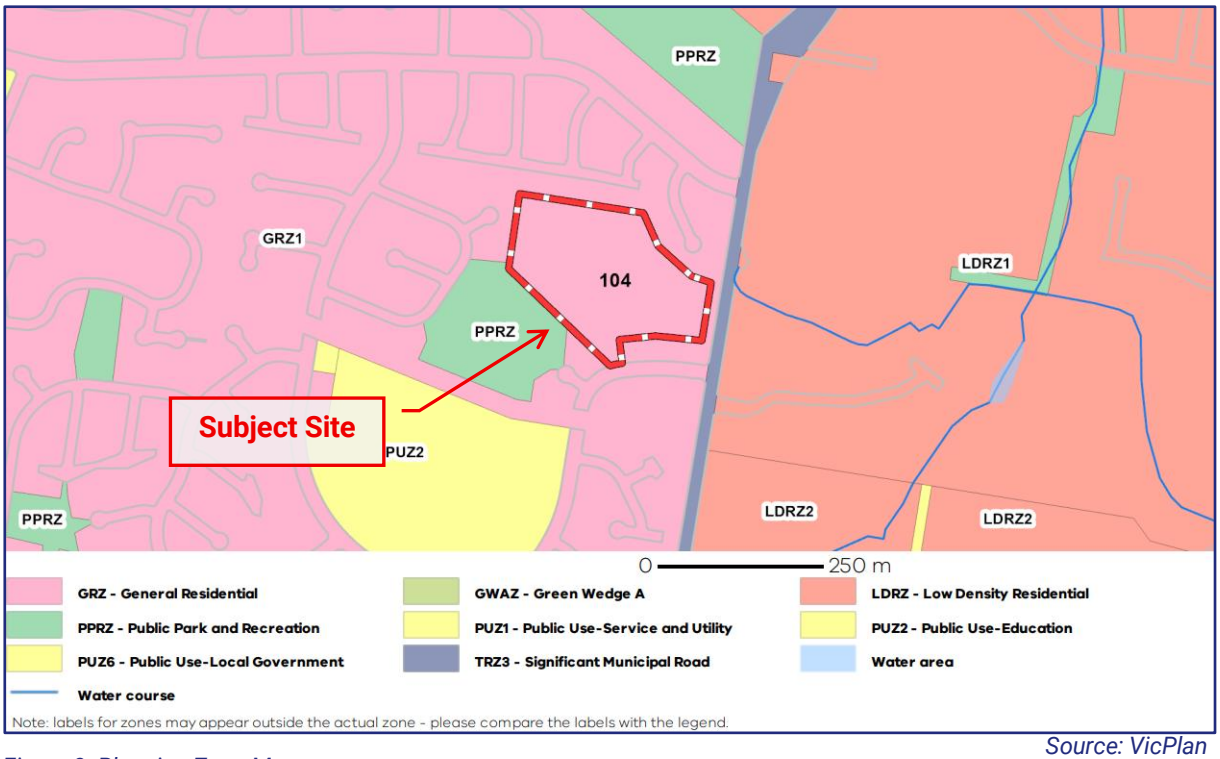
Source: Melways

Figure 2: Aerial Photograph

Source: NearMap (October 2025)

The subject site is zoned 'General Residential Zone (GRZ1) under the Casey Planning Scheme. Surrounding properties are generally zoned GRZ1, except for Reema Reserve (zoned Public Park & Recreation) located west of the site and Gleneagles Secondary College (zoned Public Use Zone – Education) located south-west of the site.

A planning zone map is provided at Figure 3.



Source: VicPlan

Figure 3: Planning Zone Map

2.2. Road Network

Reema Boulevard is classified as a 'Collector Road' within the City of Casey's Road Register. Reema Boulevard is generally aligned in the east-west direction along the southern boundary of the site. To the southwest of the school, there is a bend where Reema Boulevard diverts to a north-south alignment.

In the vicinity of the site, Reema Boulevard accommodates a single lane of traffic in each direction. Additionally, both parking and bicycle lanes are provided on both sides of the road.

Reema Boulevard is shown at Figure 4 and Figure 5.

Figure 4: Reema Boulevard – view east

Figure 5: Reema Boulevard – view west

Hallam North Road is classified as a 'Trunk Collector Road' within the City of Casey's Road Register. Hallam North Road is generally aligned in the north-south direction along the eastern boundary of the site.

In the vicinity of the site, Hallam North Road accommodates a single lane of traffic in each direction. Additionally, Hallam North Road forms an unsignalised T-intersection with Reema Boulevard, with short designated turn lanes provided on both approaches.

Hallam North Road is shown at Figure 6 and Figure 7.

Figure 6: Hallam North Road – view north

Figure 7: Hallam North Road – view south

2.3. Existing Traffic Observations

As part of our assessment, Traffix Group observed traffic movements during the peak morning drop-off and afternoon pick-up periods on Friday 10th October 2025 with the observations outlined below.

School Drop-Off (Morning)

- School staff manage the existing pick-up/drop-off bays, instructing parents to move forwards into gaps.

- Most parents use the pick-up/drop-off area, with only a few parents parking within the main car park area.
  - This means most of the traffic is using the roundabout to turn around, which creates congestion and would likely impede future ELC traffic if to access the proposed car park.
- After the morning drop-off there were 21 vehicles parked out of a possible 81 spaces (non-staff areas).
- The staff carparking areas within the school were full.
- Queuing was observed at Hallam North Road extending past the school egress, whilst there were also extensive right turn queues on Reema Boulevard for vehicles waiting to enter the school.
- The window between 8:30am and 9:00am should be avoided for ELC class commencement times as it would become problematic for parents to access the proposed ELC car park.

School Pick-Up (Afternoon)

- Significant queueing was observed along accessways within the school and out onto Reema Boulevard
- Internal roads were typically blocked by traffic with some traversing onto the wrong side of the carriageway to get around
- There was significant staff management of traffic for both buses and private vehicles
- Significant bus movements were observed leading to many potential conflict points and congestion within the court bowl area.
- At 3:05pm the car park was entirely full.
- Queuing was observed for right turn movements on Reema Boulevard, whilst left turn queues were also observed for vehicles entering the site.
- The window between 2:30pm and 4:00pm should be avoided for ELC class finishing times as it would become problematic for parents to access the ELC car park.
- It was noted that both peak periods are significantly busy, with significant congestion internally as well on Reema Boulevard at the vehicle access points.

We understand that the construction of a new internal road around the oval has been approved and will be constructed prior to this development. The new internal road will provide drop-off/pick-up parking spaces and aim to mitigate existing traffic and parking congestion issues at the school.

A plan of the proposed internal road in the context of the overall school is shown at Figure 8, noting it is based on a concept design prepared by Traffix Group.

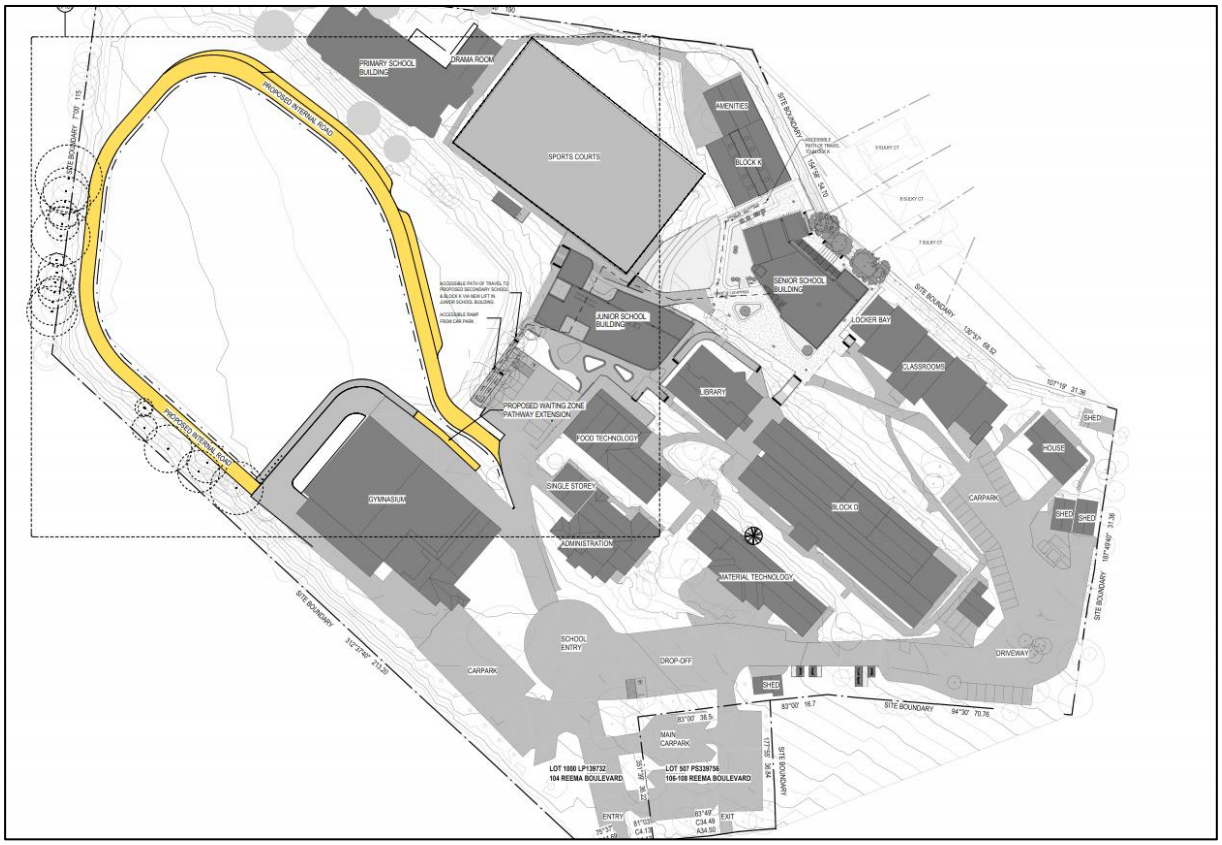


Figure 8: Proposed Internal Road

2.4. Existing Car Parking Conditions

The development of the ELC and Block D extension will involve the redevelopment of an area of existing car parking. The proposal seeks to remove 24 at-grade car spaces currently utilised by staff.

The area also has occasional demand for maintenance vehicles parked informally around the maintenance shed. We understand that this maintenance shed is to be replaced in the northwest corner of the site and therefore the associated maintenance vehicles will also be shifted.

The proposed ELC building will involve the construction of a basement car park that will include provision for school staff car parking to offset the losses in existing at-grade spaces as assessed later in this report.

Figure 9 below outlines the existing car parking area which is impacted by the development.

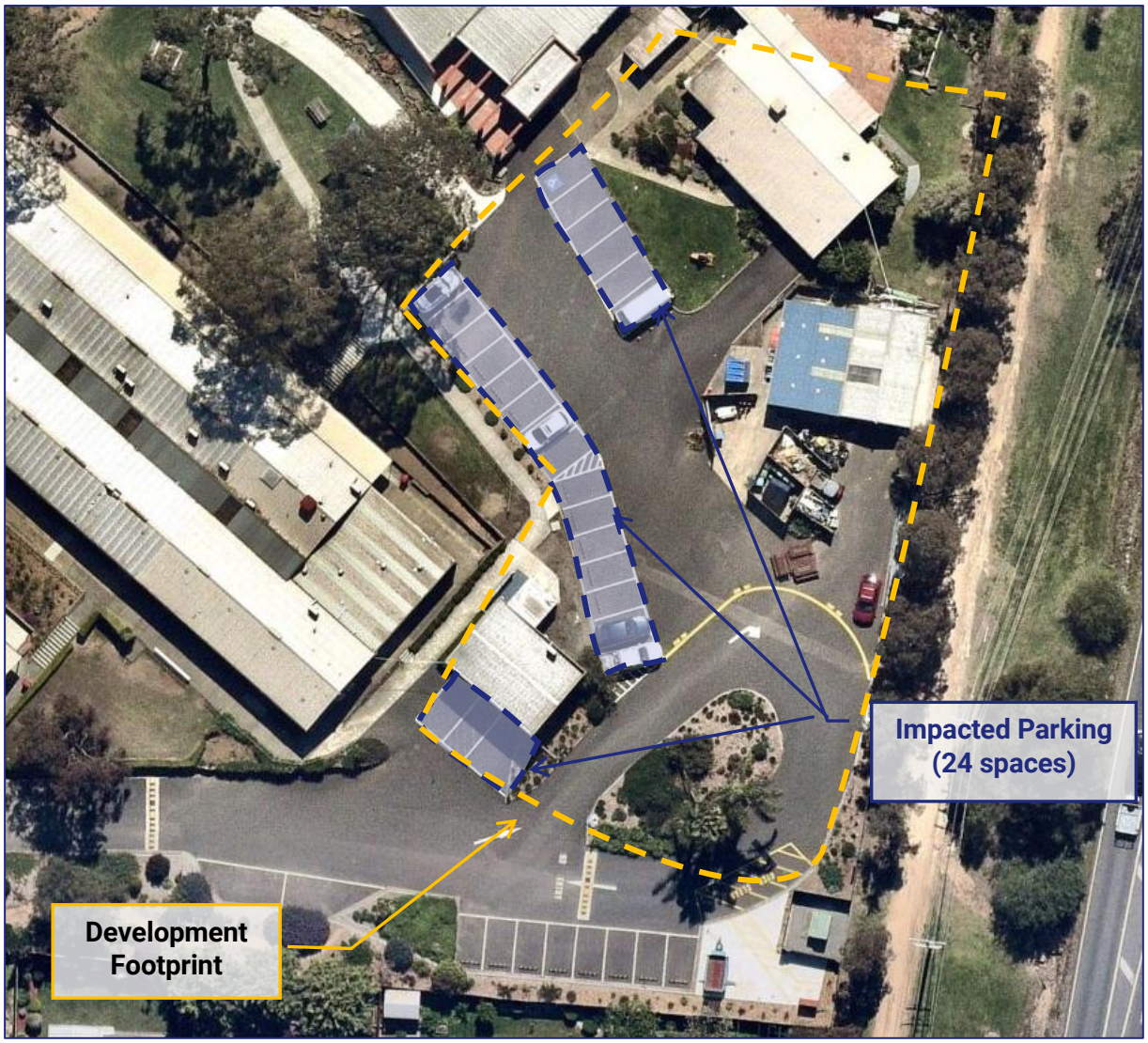


Figure 9: Existing Car Parking Map

Source: NearMap (October 2025)

3. Proposal

The proposal is for the extension of the existing Block D building and a new Early Learning Centre (ELC). The Block D extension will include a new science lab and classrooms associated with the existing secondary school use on the site. The proposed building extension will not result in an increase in student numbers or staff on the site at any one time.

The proposed ELC development will allow for up to 77 children on-site at any one time. A total of 9 staff are proposed at any one time, including one (1) permanent school staff member and 8 kindergarten teachers.

Vehicle access to the proposed ELC is to be via the school's existing vehicle connections with Reema Boulevard and internal roadways.

The proposed ELC development will involve the construction of a new basement carpark with 29 spaces, and reconfiguration of the existing at-grade carpark to provide 15 spaces including one (1) disabled space. Post development there will be a net increase of 20 car spaces on the site.

A copy of the development plans, prepared by CO.OP Studio, are attached at Appendix A.

4. Car Parking Considerations

4.1. Statutory Car Parking Requirements

The land use category of 'secondary school' under Clause 73.03 of the Planning Scheme applies to the proposed Building D extension. Although a specific land use term for 'early learning centre' does not appear in Clause 73.03 of the Planning Scheme, the proposed use is encompassed within the broader land use term of 'child care centre'. Furthermore, Clause 73.03 specifies that 'kindergarten' is included in the land-use category of 'child care centre'.

In our experience, early learning centres generally operate in a manner that is similar to a child care centre in terms of peak car parking demands. Therefore, we are of the opinion that it is appropriate to use the statutory 'child care centre' parking rate for the proposed ELC.

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Casey Planning Scheme. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*

- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-5 also specifies that:

> *Where an existing use specified in Table 1 is increased by the corresponding measure, the car parking requirement only applies to the increase, provided the existing number car parking spaces currently being provided in connection with the existing use is not reduced.*

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. Clause 52.06-5 states:

> *Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).*

The site is situated within the Category 1 area of the *Car Parking Requirement Maps*. The statutory carparking assessment for the proposed redevelopment is set out in Table 1.

Table 1: Clause 52.06 - Statutory Car Parking Requirements

Use	Size/No	Statutory Car Parking Rate (Category 1)	Requirement	Provision	Surplus
Early Learning Centre (child care centre)	9 employees	1 space to each employee	9 spaces	16 spaces	7 spaces
Building D Extension	No change	1 space to each employee	Replace 24 spaces	28 spaces	4 spaces

Based on the above, the proposed development has a statutory requirement to provide a minimum of 9 car parking spaces for the ELC. The proposal allocation of 16 spaces exceeds this requirement.

The proposal does not seek any increase in student capacity or employees on the site at any one time. Furthermore, the development will not result in any reduction to the total number car parking spaces allocated to the secondary school, noting staff spaces are to be replaced within the basement car park and revised at-grade car park. This results in a net overall increase of 20 car parking spaces (including the 16 ELC allocated spaces), satisfying the statutory requirement for the proposed ELC and replacing the existing provision of car parking spaces for the secondary school use.

Accordingly, the proposed provision of car parking is appropriate, and the application does not seek a Permit for a car parking reduction.

4.2. Car Parking Allocation

Allocation of car parking should be prioritised for convenience of ELC users, particularly for pedestrian connectivity between the building and parent drop-off/pick-up parking.

Accordingly, we recommend that the ELC is specifically allocated parking spaces in the following areas:

- The southern part of the basement car park which provides convenient access to the lift and stairs within the proposed ELC building.
- The western side of the reconfigured at-grade car park which provides direct access to the footpath network that provides a link to the lobby of the ELC building.

The remaining car spaces should be allocated to school staff to replace the existing car spaces to be removed.

The recommended allocation of basement car parking is outlined in Figure 10, whilst the recommended allocation for the ground level carpark is shown in Figure 11.

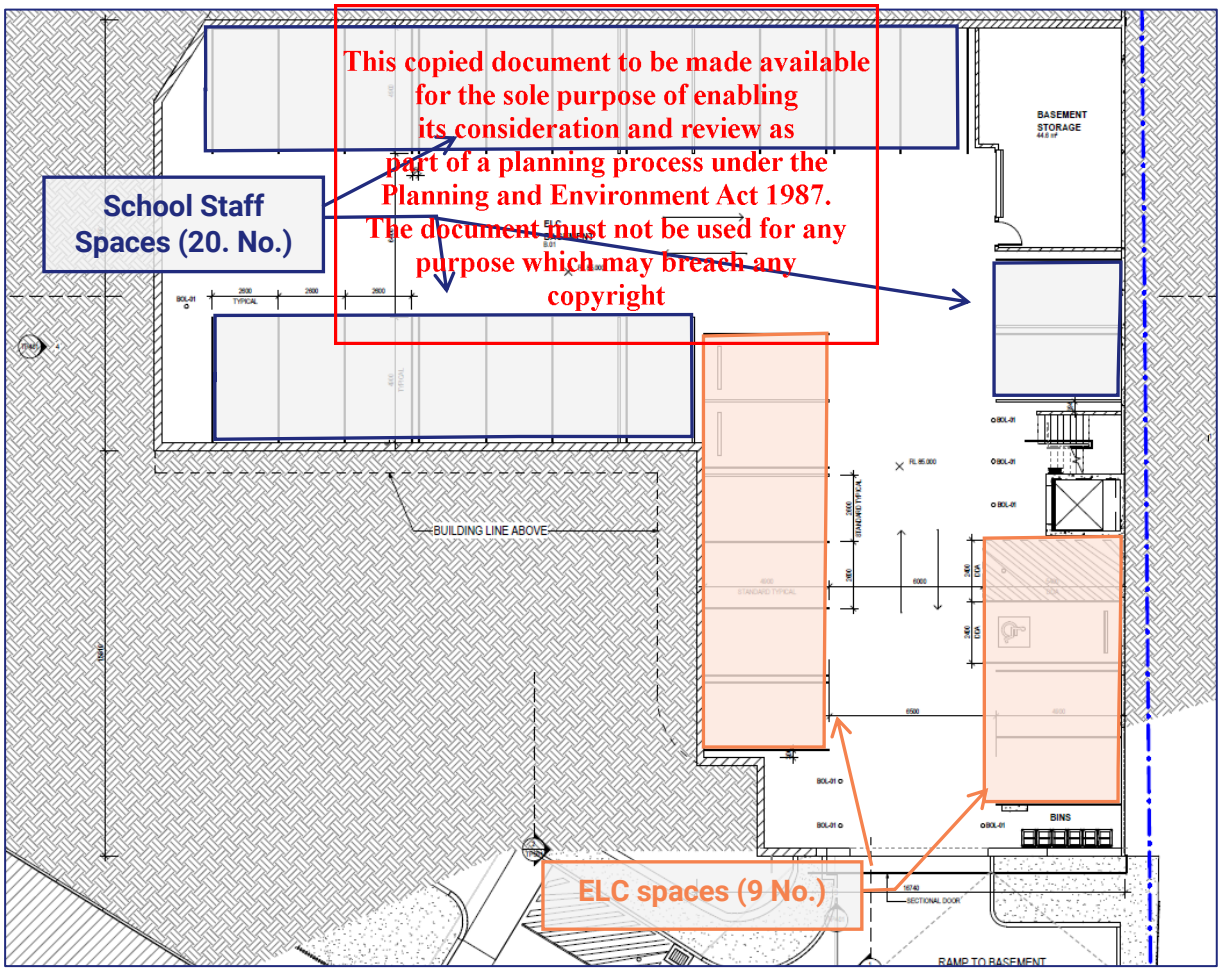


Figure 10: Basement Carpark Allocation

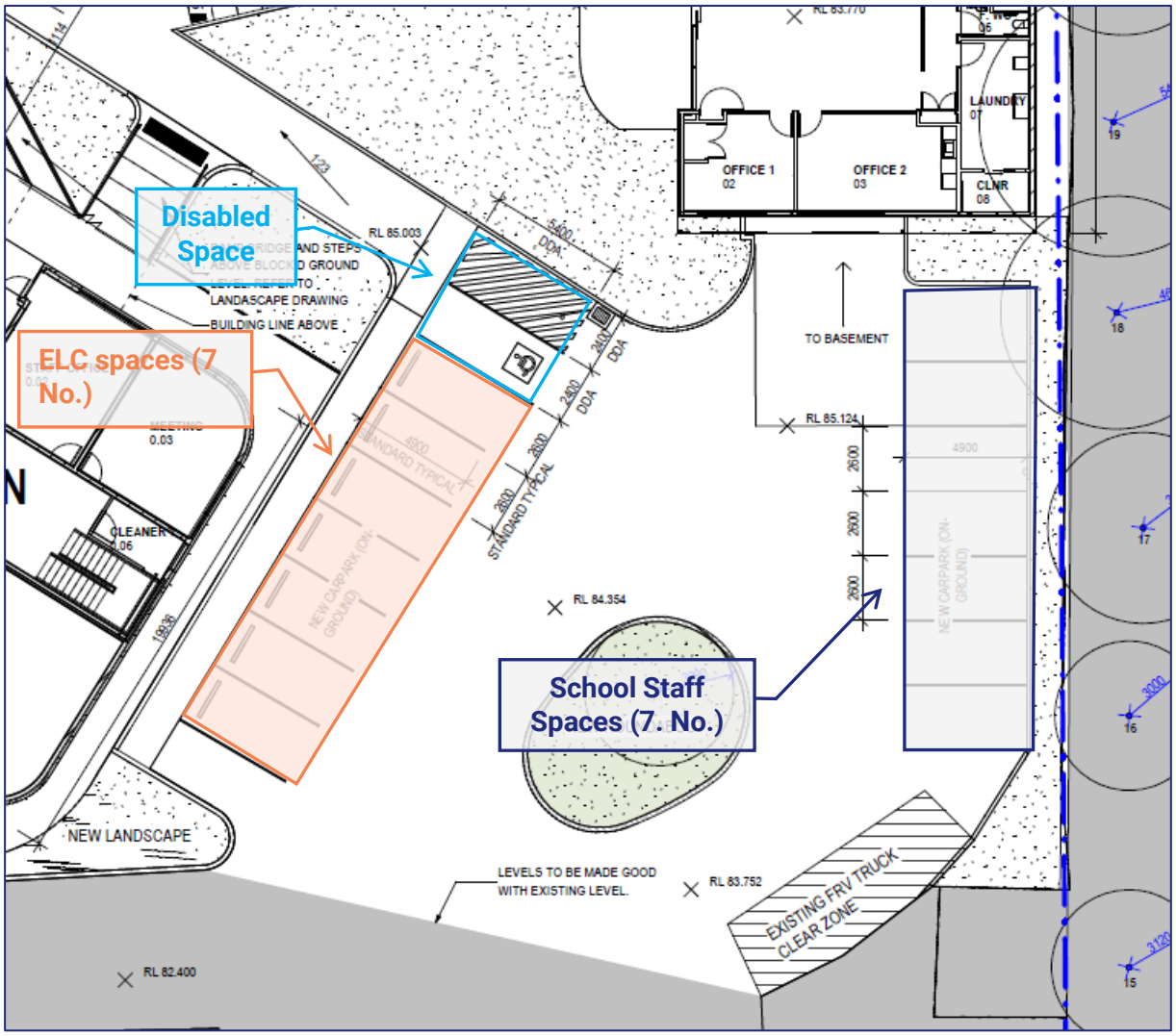


Figure 11: Ground Level Carpark Allocation

4.3. Car Parking Layout & Access Arrangements

As part of our involvement in this project, Traffix Group has provided design input into the development of the plans in order to ensure that the proposed development achieves an acceptable car parking layout.

We have assessed the proposed car parking layout and access arrangements against the relevant design requirements of Clause 52.06-9 of the Planning Scheme and the Australian Standards (where relevant). The following is noted:

4.3.1. Car Spaces

- All standard car spaces are to be the following dimensions in accordance with Clause 52.06-9 (Design standard 2) of the Planning Scheme:
  - 2.6m wide, 4.9m long, and an aisle width of 6.4m.
- Car spaces adjacent to obstructions that are greater than 150mm in height are provided with an additional 0.3m clearance.
- The disabled car spaces and adjacent shared areas are to be at least 2.4m wide and 5.4m long, in accordance with AS2890.6:2022.
- All car spaces are provided with a grade no steeper than 1:16 and 1:20 along the width and length of the space respectively, in accordance with AS2890.1:2004.
- All columns are located outside of car space clearance envelopes in accordance with Diagram 1 of Clause 52.06-9 (Design standard 2) of the Planning Scheme or AS/NZS 2890.1:2004, where relevant.

4.3.2. Access Arrangements

- Access to the external road network is to remain as per existing conditions via the internal roadways within the school.
- All vehicles can enter and exit the basement carpark in a forward direction.
- The at-grade parking area is to include modifications to the existing roundabout island area to provide circulation in a clockwise direction, as similar to existing conditions.
- A minimum of 2.2m headroom clearance is to be provided throughout the car park and along the ramp, in accordance with AS/NZS 2890.1:2004 and in excess of the statutory requirement under of Clause 52.06-9 (Design standard 1).
- In addition, a 2.5m headroom clearance is to be provided above the disabled car space and shared area, in accordance with AS2890.6:2009 (Clause 2.4).
- A dead-end aisle extension of at least 1m is proposed in the basement car park, in accordance with the design guideline under AS/NZS 2890.1:2004.
- Swept path diagrams of relevant design vehicles completing critical manoeuvres and access to critical car spaces have been attached at Appendix B.

4.3.3. Ramp Grades

- The ramp grades are relatively flat and therefore accord with Clause 52.06-9 of the Planning Scheme (Design Standard 3).

Based on the above, we are satisfied that the proposed car parking layout and access arrangements are appropriate and in accordance with relevant design standards.

5. Traffic Considerations

5.1. Existing Traffic Considerations

As per our observations discussed at Section 2.3, the existing traffic conditions within the school during peak drop-off and pick-up periods are congested.

However, as mentioned previously, the approved new internal road around the oval with drop-off/pick-up parking within the site will aim to alleviate existing traffic and car parking issues.

To ensure efficient access to the ELC, we recommend ELC class times of 9:30am to 4:00pm, and/or 8:00am to 2:30pm to avoid the peak school drop-off/pick-up periods.

The Block D Extension will not result in any increase to student numbers or staff at any one time at the school, and accordingly will not have any impact to traffic conditions.

5.2. Traffic Generation and Distribution

Early learning centres typically generate peak traffic movements during morning drop-off periods (i.e. between 7:00am and 9:00am) and afternoon pick-up periods (i.e. between 3:00pm and 6:00pm), with minimal activity outside of these times.

In this case, it is suggested that the ELC class times run from either 9:30am to 4:00pm and/or 8:00am to 2:30pm. Accordingly, the pick-up/drop-off activities are expected to be concentrated around these times which avoid the existing peak periods of the school.

Based on surveys undertaken by various traffic engineering firms, it is typical for early learning centres to have a peak hour traffic generation of between 0.5-0.8 movements per child, inclusive of parents and staff movements. This range is consistent with the 'pre-school' data presented in the Transport for NSW's *Guide to Transport Impact Assessment* (2024).

Conservatively adopting the higher end of the range, i.e. 0.8 movements per child, it is projected that the ELC would generate a maximum in the order of approximately 61 vehicle movements during each of site generated AM and PM peak hours. This level of traffic generation includes both staff and child pick-up/drop-off movements. It is noted that the site may generate fewer movements given its location within Maranatha Christian School and potential for multi-purpose trips to be generated as discussed previously.

During the AM period it is expected that there will be a slight bias towards inbound movements associated with staff arrivals, and conversely during the PM period there will be a slight bias towards departure movements associated with staff leaving for the day. Accordingly, for the purpose of this assessment, a 57% inbound bias in the morning peak and a 57% outbound bias in the afternoon peak is assumed.

On this basis, the proposed development is anticipated to generate the following level of traffic, with all traffic generated expected to occur via Reema Boulevard:

- AM Peak Hour
  - In = 35 vehicles (average of one vehicle every 1.7 minutes)
  - Out = 26 vehicles (average of one vehicle every 2.3 minutes)
- PM Peak Hour
  - In = 26 vehicles (average of one vehicle every 2.3 minutes)
  - Out = 35 vehicles (average of one vehicle every 1.7 minutes)

5.3. Traffic Impact

As detailed above, the proposed development is conservatively anticipated to generate a maximum of 61 vehicle movements during each of the AM and PM peak hours, noting this relates to the peak hours associated with the proposed ELC use rather than the road network peak hours.

As discussed previously, we suggest ELC class times run from either 9:30am to 4:00pm and/or 8:00am to 2:30pm to avoid the current peak drop-off/pick-up periods associated with the school.

If these class times are adopted, we are satisfied that the proposed level of ELC traffic will be adequately accommodated and would not have a material impact on the operation of the surrounding road network or existing school traffic.

6. Bicycle Considerations

Clause 52.34 of the Casey Planning Scheme outlines the statutory bicycle parking requirements for various land uses.

The land use terms of 'child care centre' and 'kindergarten' are not included within Table 1 under Clause 52.35 of the Planning Scheme.

Accordingly, the proposed ELC component does not have a statutory requirement to provide bicycle parking.

In the case of the Building D Extension, the requirement is only applicable to any proposed increase in student and staff numbers, assuming that there be no reduction to the existing bicycle parking provision at the secondary school.

As the Building D development does not seek to increase student nor staff numbers, there is no statutory requirement to provide additional bicycle parking.

7. Loading & Waste Considerations

7.1. Loading/Deliveries

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Loading activities associated with the proposed ELC will generally be undertaken by smaller type vehicles, such as vans, which can be accommodated within the at-grade carpark during off-peak times, as required.

Any larger delivery vehicles can utilise the school's existing arrangements.

Loading activities associated with school following the proposed Building D development are expected to be unchanged and can continue to be undertaken by the school's existing loading arrangements.

Based on the above, we are satisfied that appropriate loading/delivery arrangements can be accommodated within the overall site.

7.2. Waste Collection

Waste collection for the proposed development is to occur via the school's existing waste collection arrangement.

A Waste Management Plan could be prepared as a Condition of Permit, if required.

We are satisfied that the suitable waste collection arrangements can be accommodated as per existing conditions.

8. Conclusion

Having undertaken a detailed Traffic Engineering Assessment for the proposed Early Learning Centre (ELC) and Building D extension at 104-108 Reema Boulevard, Endeavour Hills, we are of the opinion that:

a) the proposed Building D extension does not involve any increase to student or staff numbers, and accordingly does not have a statutory requirement to provide additional car spaces, provided the existing parking numbers are retained,

b) the proposed early learning centre with up to 9 staff on the site at any one time has a statutory requirement to provide 9 car spaces,

c) the development results in a net increase of 20 car parking spaces, hence exceeding the statutory requirement for the ELC and resulting in a net gain of parking spaces for the school, and we are therefore satisfied that the proposed provision of car parking is appropriate,

d) the proposed car parking layout and access arrangements are appropriate,

e) the proposed building extension is not anticipated to result in any increase to traffic generation or impacts given that there is no increase in student or staff numbers at any one time,

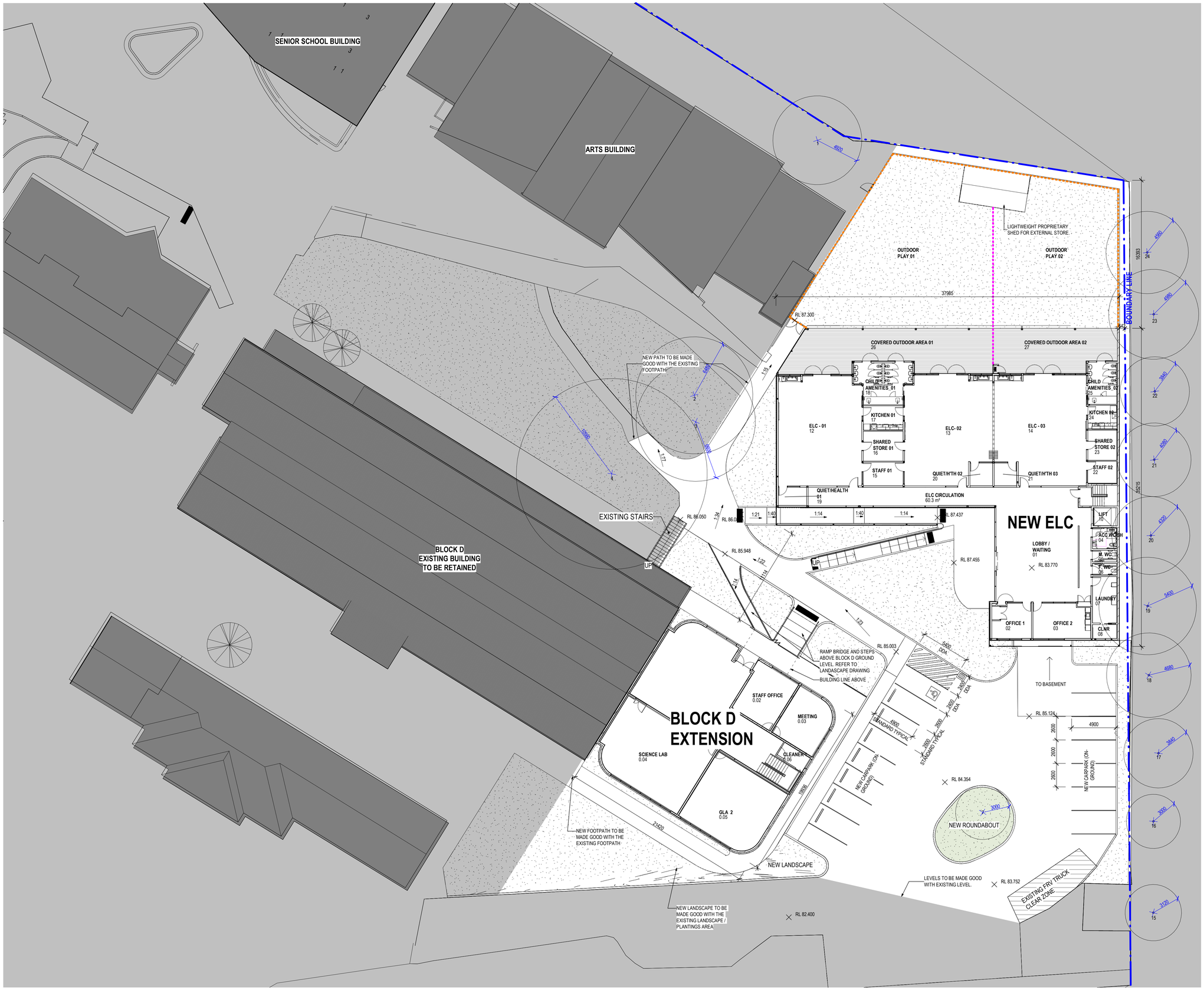
f) the level of traffic that is likely to be generated by the proposed ELC will be adequately accommodated by the surrounding road network and intersections, assuming the ELC classes start and finish times are scheduled to avoid the existing school's peak drop-off/pick periods,

g) appropriate loading/delivery and waste collection arrangements can be accommodated by the school's existing arrangements, and

h) there are no traffic engineering reasons why a Planning Permit for the proposed development at Maranatha Christian School (104-108 Reema Boulevard, Endeavour Hills) should be refused, subject to appropriate conditions.

Appendix A

Development Plans



TREES

TREES AS PER FEATURE SITE SURVEY AND ARBORIST REPORT. NUMBER AND LOCATIONS ON SITE MAY VARY.
TREES HAVE BEEN NUMBERED AS PER THE ARBORIST REPORT FOR CONSISTENCY.
PROVIDE TREE PROTECTION TO REMAINING TREES. REFER TO LANDSCAPE ARCHITECTS DOCUMENTATION FOR DETAILS.

LEGEND

- EXTENT OF EXISTING WORKS NOT PART OF SCOPE. REFER TO DRAWINGS.
- **TPZ** OF EXISTING TREE TO BE RETAINED
- SITE BOUNDARY LINE
- 1.8M HIGH PALISADE FENCE TO EXTERNAL PLAY AREA
- 1.5M HIGH PALISADE FENCE

THIS DRAWING MUST BE PRINTED IN COLOUR.

ADVERTISED PLAN

REV	DESCRIPTION	DATE	APP
A	TP ISSUED FOR INFORMATION	23/01/2026	JL

CLIENT

CO.OP
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PROJECT
MARANATHA CHRISTIAN SCHOOL - EARLY LEARNING CENTRE & BLOCK D EXTENSION

PROJECT NUMBER
100387

DRAWING
SITE PLAN

SCALE As indicated @ A1

DRAWN BY Author

PLANNING PERMIT
NOT TO BE USED DURING CONSTRUCTION

DRAWING NO. TP101
REVISION A

DATE PRINTED 13/02/2026 12:20:03 PM
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REV	DESCRIPTION	DATE	APP
A	TP ISSUED FOR INFORMATION	23/01/2026	JL

CLIENT

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PROJECT
MARANATHA CHRISTIAN SCHOOL - EARLY LEARNING CENTRE & BLOCK D EXTENSION

PROJECT NUMBER
100387

DRAWING
GA PLAN - BASEMENT - ELC

SCALE 1 : 100 @ A1

DRAWN BY Author

PLANNING PERMIT
NOT TO BE USED DURING CONSTRUCTION

DRAWING NO. TP200
REVISION A

DATE PRINTED 13/02/2026 11:54:23 AM
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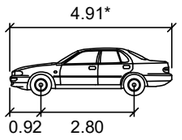
Appendix B

Swept Path Diagrams

VEHICLE PROFILE

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



85th percentile
(AS/NZS 2890.1:2004)

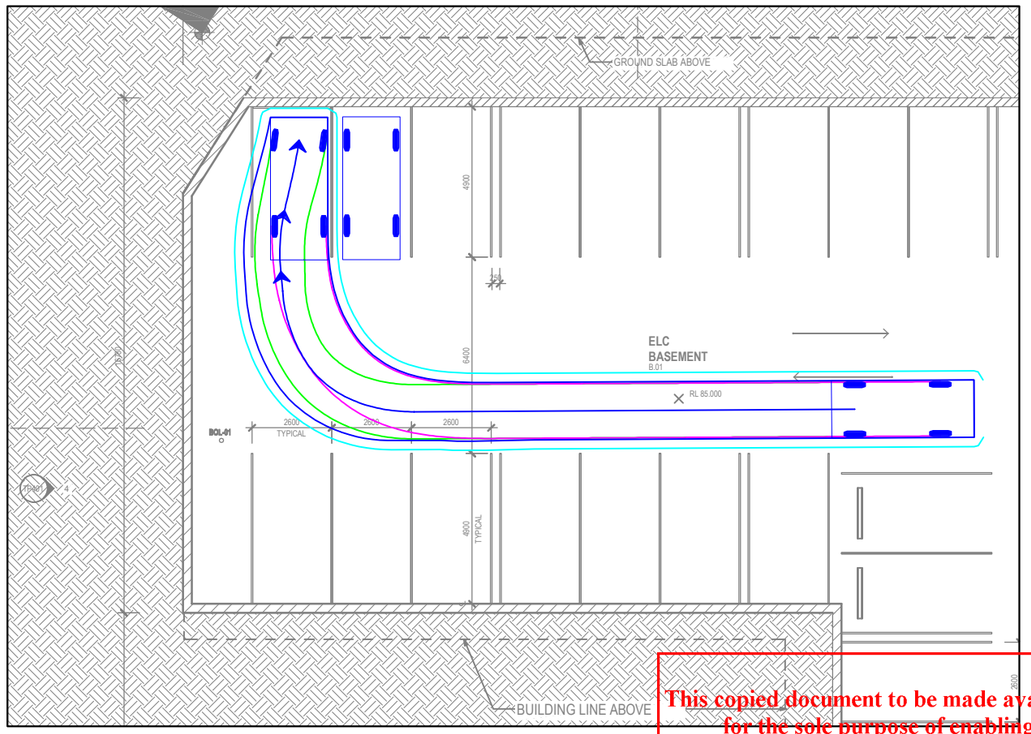
Width	:	1.87m
Track	:	1.77m
Kerb to Kerb Radius	:	5.8m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

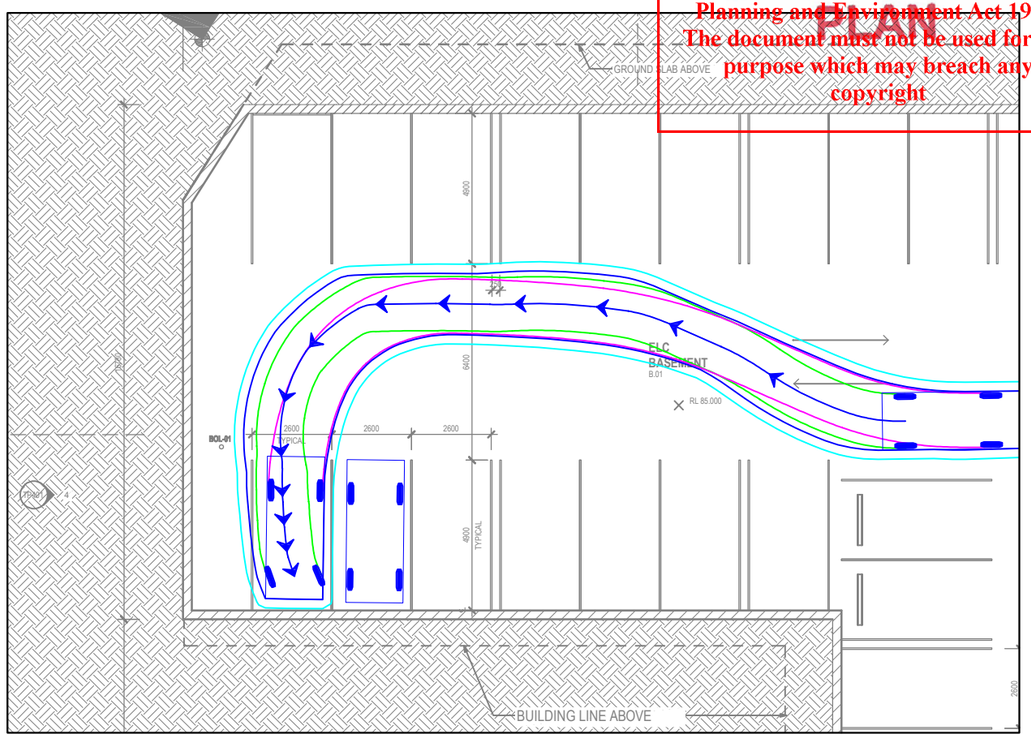
REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

NORTH END SPACE - INGRESS

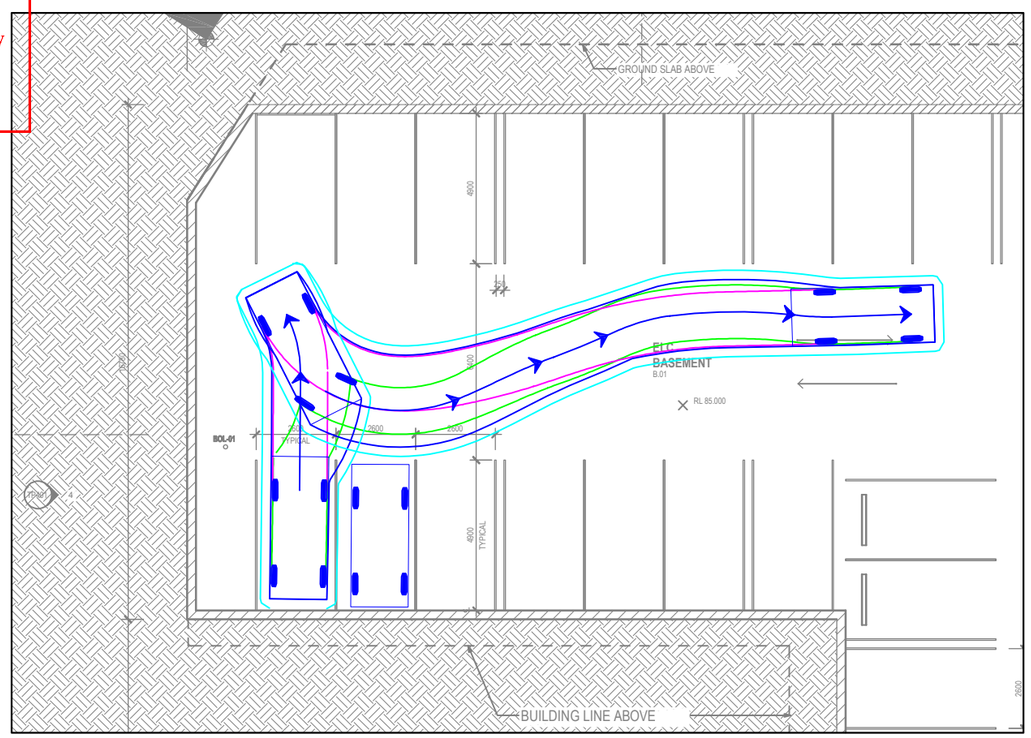


NORTH END SPACE - EGRESS

SOUTH END SPACE - INGRESS



SOUTH END SPACE - EGRESS



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	27/02/2026	TOWN PLANNING	R. BANDARA	B. CHISHOLM

104-108 REEMA BOULEVARD, ENDEAVOUR HILLS
PROPOSED ELC AND BUILDING D EXTENSION

GENERAL NOTES:

BASE INFORMATION FROM: 100387-TP200 GA PLAN - BASEMENT - ELC(A).dwg
DRAWINGS BY: CO.OP STUDIO - received 13th February 2026

FILE NAME: G37145-01A
SHEET NO.: 01

SCALE: 1:200 (A3)
0 2 4

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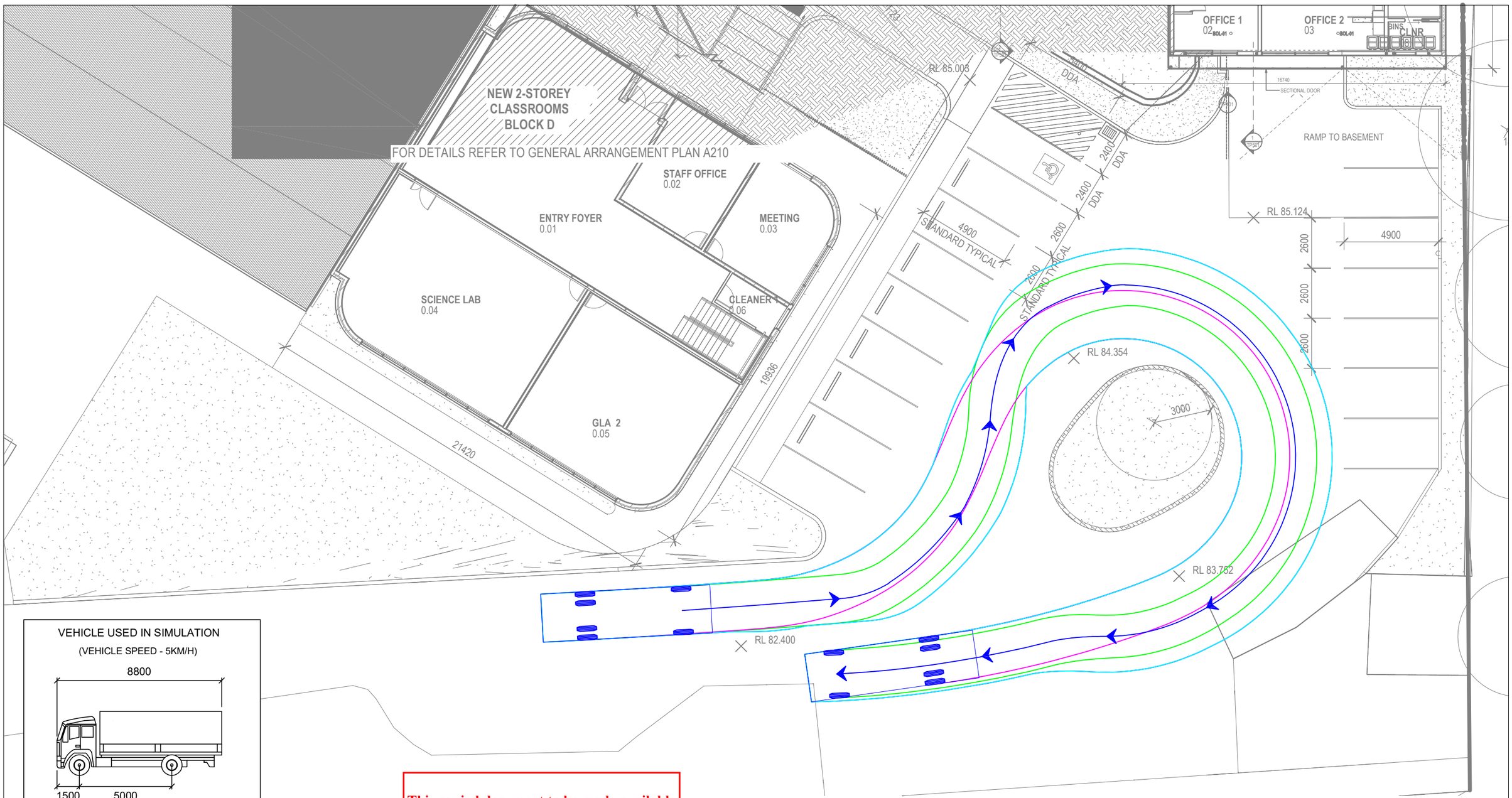
8.8m TRUCK CIRCULATING



VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)

MRV (AS 2890.2)		mm
Width	:	2500
Track	:	2500
Lock to Lock Time	:	6.0
Steering Angle	:	34.0

LEGEND

REAR WHEELS — VEHICLE BODY
FRONT WHEELS — BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	27/02/2026	TOWN PLANNING	R. BANDARA	B. CHISHOLM

104-108 REEMA BOULEVARD, ENDEAVOUR HILLS

PROPOSED ELC AND BUILDING D EXTENSION

GENERAL NOTES:

BASE INFORMATION FROM:
100387-TP101(A)-SITE PLAN.dwg
DRAWINGS BY: CO.OP STUDIO - received 13th February 2026

FILE NAME: G37145-01A

SHEET NO.: 02

N

SCALE: 1:200 (A3)

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