

Aquinas College, Ringwood

Transport Impact Assessment

Project Number: 24268

Date: 14 April 2025

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright

Revision

Revision	Date	Comment	Prepared By	Checked By
A	14 April 2025	Final	M Crawford	N McCracken

Filename: 24268-TR-RPT-001-A.docx

Approved by



Neale McCracken

MEng (Civ) MIEAust CPEng NER APEC Engineer IntPE(Aus)

Associate Director

For and on behalf of

MCG Consult Pty Ltd

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Acknowledgement of Country

In the spirit of reconciliation, MCG Consult acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present and we extend that respect to all Aboriginal and Torres Strait Islander peoples.

ADVERTISED PLAN

Document Use and Context

This report has been prepared by MCG Consult Pty Ltd (MCG) in the context of the purposes as specified within the report. MCG do not warrant its use for any purpose other use other than those outlined. MCG have prepared this report for the exclusive use of the Client in accordance with the respective Terms of Agreement of our engagement by the Client, in the letter of commission. MCG accepts no liability or responsibility whatsoever for, or in respect of, any use, or reliance upon, this report by any third party. The report shall be read and used in its entirety to establish and understand the context of the assumptions and findings within. MCG does not accept any responsibility for use of any part of this report in any other context. MCG have established this report based on various sources of information provided by the client and project team. MCG accepts no responsibility as the accuracy of the supplied information and unless noted otherwise in the report, MCG has not attempted to verify the completeness of such information. It is assumed the information supplied is current and accurate at the time of issue. If the supplied information is found to be incomplete, false, outdated, or inaccurate, then the conclusions and recommendations of the report may change.

Contents

Transport Impact Assessment Aquinas College, Ringwood

1	Background	1
2	Development Context.....	3
3	Proposed Masterplan	11
4	Bicycle Facilities.....	13
5	Car Parking	14
6	Development Layout Assessment.....	18
7	Waste Management	20
8	Traffic Impact.....	21
9	Conclusion.....	23

Appendices

Appendix A Car Park Concept Plan

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

1 Background

1.1 Project Overview

MCG Consult has been commissioned by Kosloff Architecture to prepare a Transport Impact Assessment (TIA) in connection with the proposed masterplan and Stage 1 development at Aquinas College, 46 Great Ryrie Street, Ringwood. The masterplan sets out wider changes to the school, including moving car parking from the heart of campus and using the space to the benefit of the educational outcomes for students, together with new buildings and refurbishment of existing buildings.

- The Stage 1 proposal consists of a new year 9 building in the northeast corner of the site, together with redistribution of car parking across the site to suit.
- Overall permitted student numbers are not increasing, either as a result of Stage 1 proposals, or the proposed masterplan.
- Pedestrian and cyclist access will remain in largely the same locations, through Stage 1 and upon implementation of the masterplan.
- Loading and waste collection will continue to take place in the current location to the north of the campus, accessed from Ford Street.
- Student drop-off and pick-up will continue to be provided via Great Ryrie Street. This will remain as-is for Stage 1 (24 spaces); however, it will be expanded to 38 spaces as part of the masterplan.
- Car parking for staff is currently provided in various locations across the campus, largely accessed at Great Ryrie Street and Thomas Street. The masterplan proposals include largely consolidating parking in the southeast corner of the site. Stage 1 includes relocating parking that is currently accessed from Thomas Street to a new car park where the existing basketball courts are, to the southeast at Great Ryrie Street.
- Relocating access to car parking away from Thomas Street will improve safety in this area. Additional staff parking accessed at Great Ryrie Street is unlikely to have a significant impact on traffic movement in the area as staff movement will occur outside of school start and end time, which is when the local road network peaks occur.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

1.2 Purpose and Contents

There will be no transport impacts in a broad sense as student numbers are not increasing. This report sets out an assessment of the transport effects of the proposed development on a local level, including:

- external pedestrian, bicycle and public transport access
- bicycle parking, change rooms, showers and lockers
- car parking provision
- vehicle access
- loading vehicle arrangements
- local changes to travel demands and traffic movement.

**ADVERTISED
PLAN**



1.3 References

- A site visit and a desktop inspection of the site and its surrounds
- Maroondah Planning Scheme
- AS 2890 Parking Facilities (set)
- The preferred master plan for Aquinas College, Ringwood, prepared by Kosloff Architecture
- Plans for Stage 1 of the proposed development, prepared by Kosloff Architecture
- Other documents and information as nominated.

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

2 Development Context

2.1 Subject Site

The subject site is located at 46 Great Ryrie Street, Ringwood, approx. 1.2km south of the Ringwood Metropolitan Activity Centre – see Figure 2.1. It is rectangular in shape, covering 12.1 hectares, with the school buildings located on the northern half of the site – see Figure 2.2. Sports pitches form the southern half of the site, one of which is a Melbourne Water retarding basin.

The site is a General Residential area and fronts Great Ryrie Street to the East and Ford and Thomas Street to the North. Jubilee Park is located along the west boundary, with Great Ryrie Primary School on the opposite site of Great Ryrie Street, to the east.

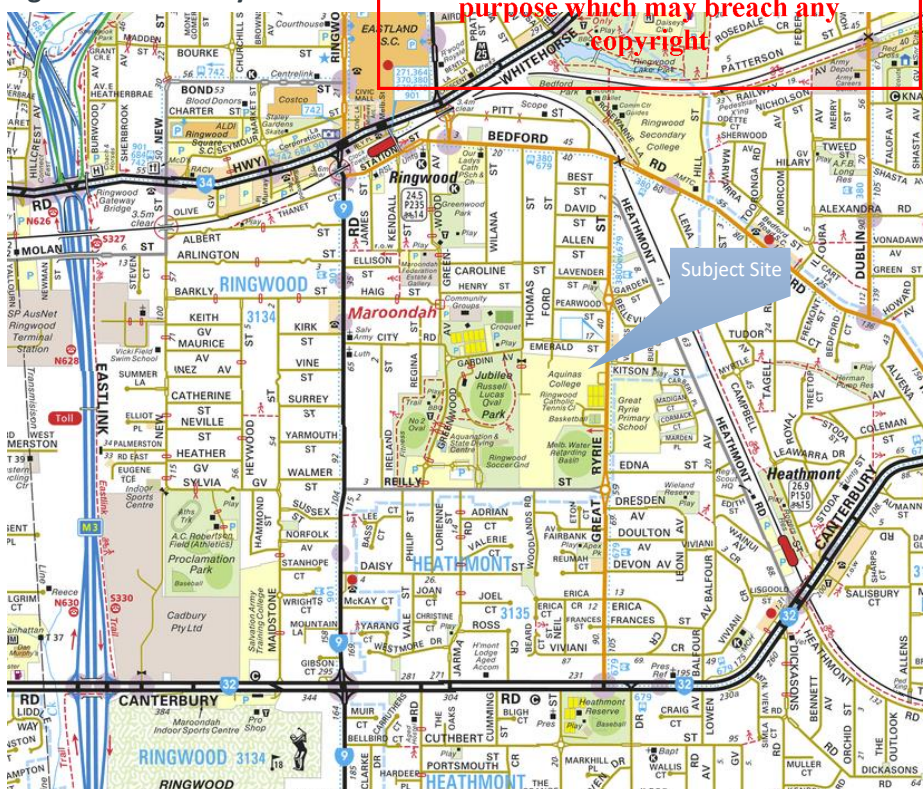
The site is in a General Residential Zone – Schedule 1 (GRZ1) – see Figure 2.3

Surrounding land uses and key trip attractors include:

- General Residential, Public Education and Recreation uses on adjacent properties
- A mix of Parks, Neighbourhood Residential and Public Education in the wider area
- Connections to Canterbury Road and Bedford Road

Pedestrian and general vehicle access to the existing site is provided from Great Ryrie, Ford and Thomas Street.

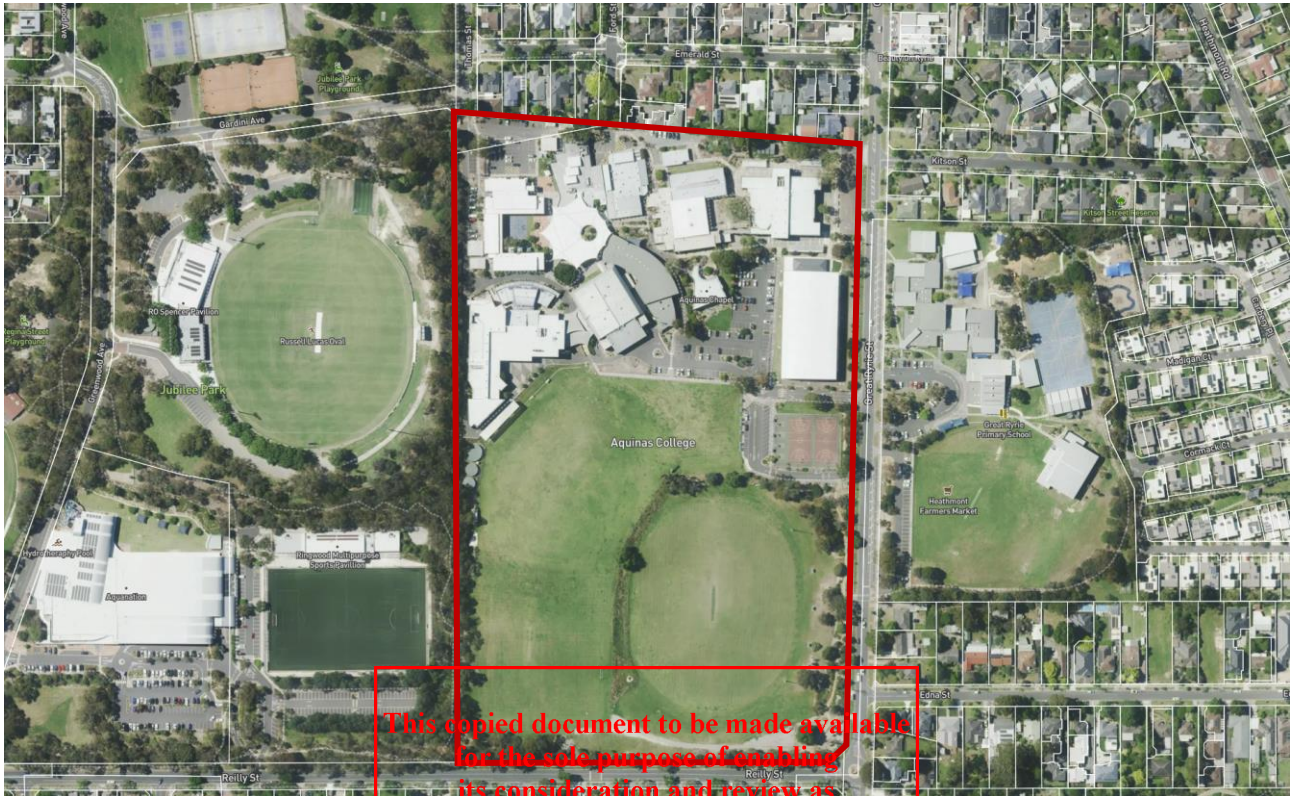
Figure 2.1 – Locality Plan



Source: Melway, edited by MCG Consult

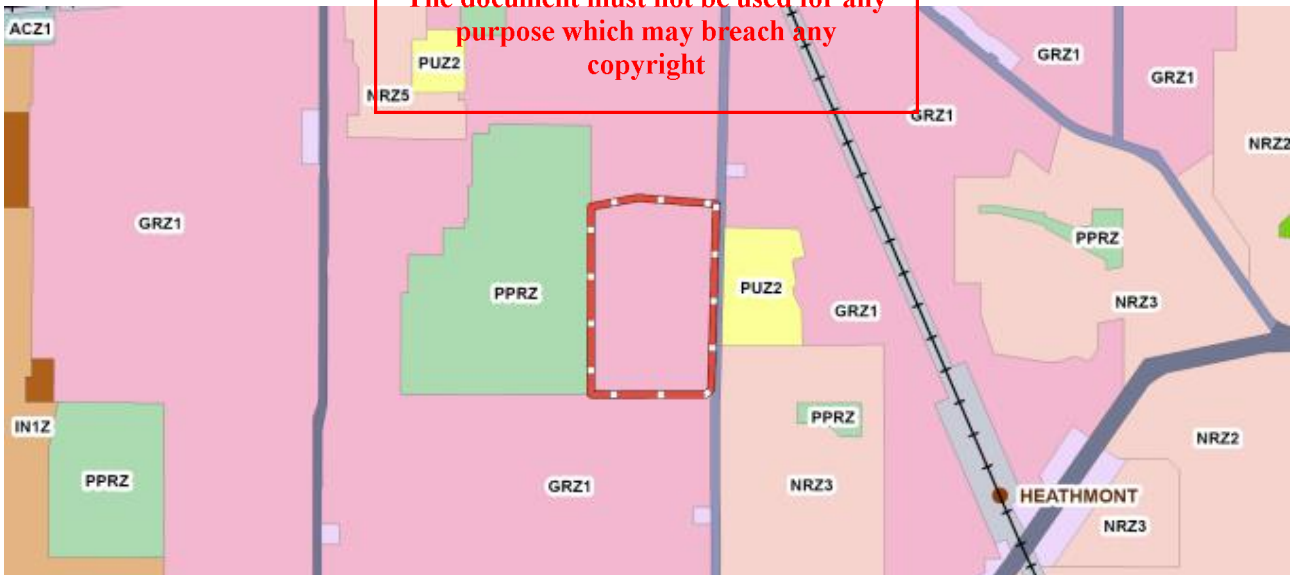
**ADVERTISED
PLAN**

Figure 2.2 – Subject Site



Source: MetroMap, edited by MCG Consult

Figure 2.3 – Subject site location and land zoning



ACZ1 - Activity Centre	C1Z - Commercial 1	GRZ - General Residential
IN1Z - Industrial 1	IN3Z - Industrial 3	NRZ - Neighbourhood Residential
PPRZ - Public Park and Recreation	PPRZ - Public Park and Recreation	PUZ2 - Public Use-Education
TRZ1 - State Transport Infrastructure	TRZ2 - Principal Road Network	TRZ3 - Significant Municipal Road
—+— Railway line	● Railway station	

Source: VicPlan

2.2 Surrounding transport conditions

2.2.1 Existing road network

All roads in the vicinity of the subject site are under the control of Maroondah City Council. Table 2.1 provides a brief description of their characteristics.

Table 2.1 – Existing road network characteristics

Road Name	Reserve Width	Lanes	Footways	Bike Network	Speed Limit	Traffic Volume
Great Ryrie Street	21m	2 lanes	1.5-2.0m either side	N/A	40km/h	4,600 vpd ^[1]
Ford Street	15.5m	2 lanes	1.5-2.0m either side	N/A	50km/h	-
Thomas Street	15m	2 lanes	1.0-2.0m either side	N/A	50km/h	-
Emerald Street	15.5	2 lanes	1.0-2.0m either side	N/A	50km/h	-

[1] Department of Transport and Planning Traffic Volumes for Freeways and Arterial Roads, accessed by MCG Consult in April 2025 [\[Link\]](#).

2.2.2 Future road network improvements

There are currently no proposed improvements being made by others that are about to be built or realistically likely to happen and will have a material change in some way.

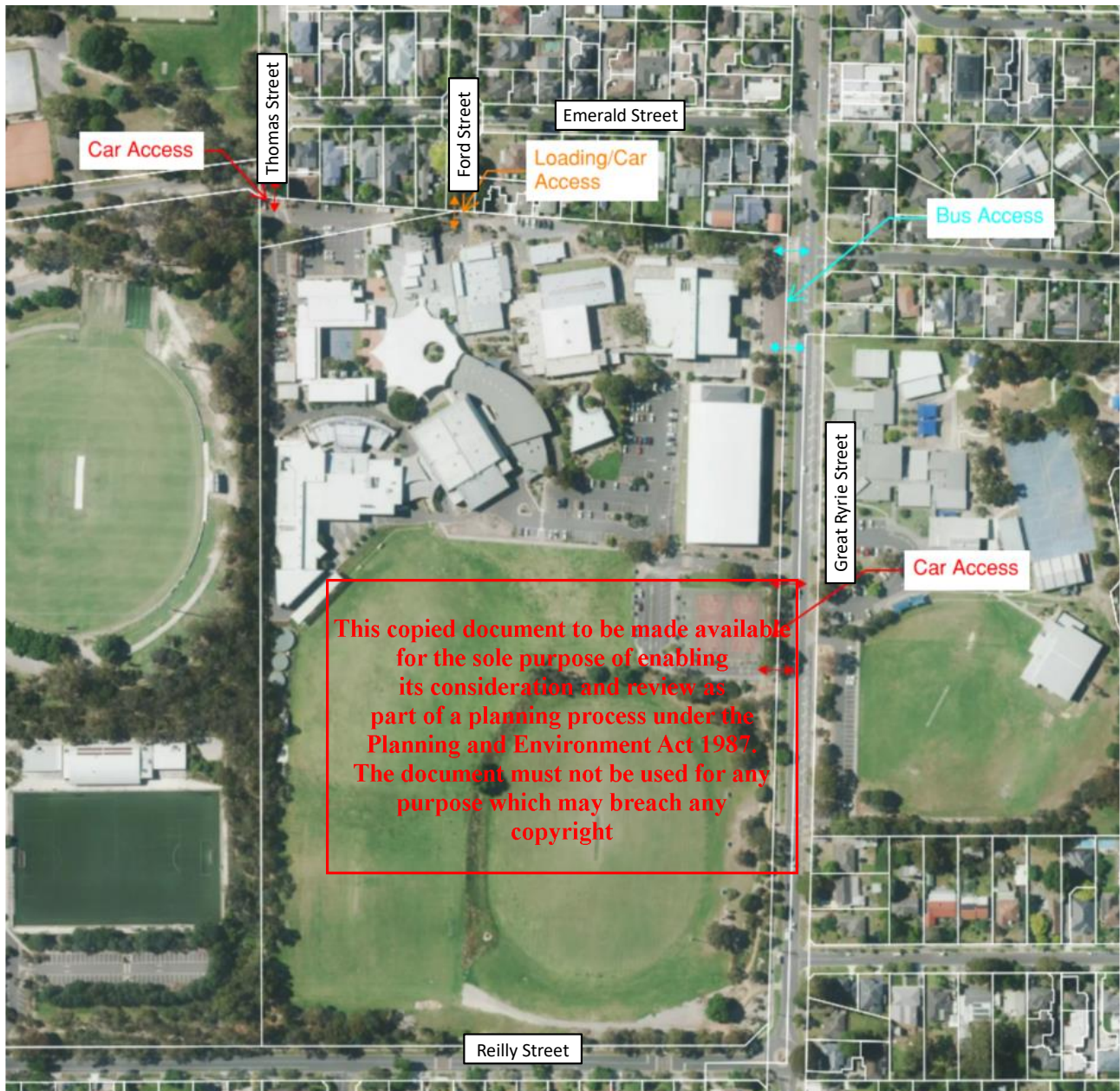
2.2.3 Existing Vehicle Access

The site has 4 access points, shown in Figure 2.4. Accesses can be used by heavy and light vehicles without any movement restrictions. Loading/unloading operations generally use the access points on Ford Street, with some loading activity currently occurring via Thomas Street. Buses use the northern set of driveways on Great Ryrie Street, which operates one-way south to north.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**

Figure 2.4 – Existing Vehicle Access Locations



Source: Metro Maps, edited by MCG Consult

2.2.4 Existing active travel network

Walking Network

The subject site is in a walkable location within the local area. Pedestrian footpaths are provided on both sides of roads in the vicinity of the subject site, with additional routes provided via local parks and recreation reserves. Flag and pole school crossings are provided on Great Ryrie and Reilly Street.

The 20-minute walking catchment is shown in Figure 2.5, indicating walking coverage of over the local area extends to approximately 800m around the school.

**ADVERTISED
PLAN**

Figure 2.5 – Existing walking catchment, 20 minutes in 5-minute bands

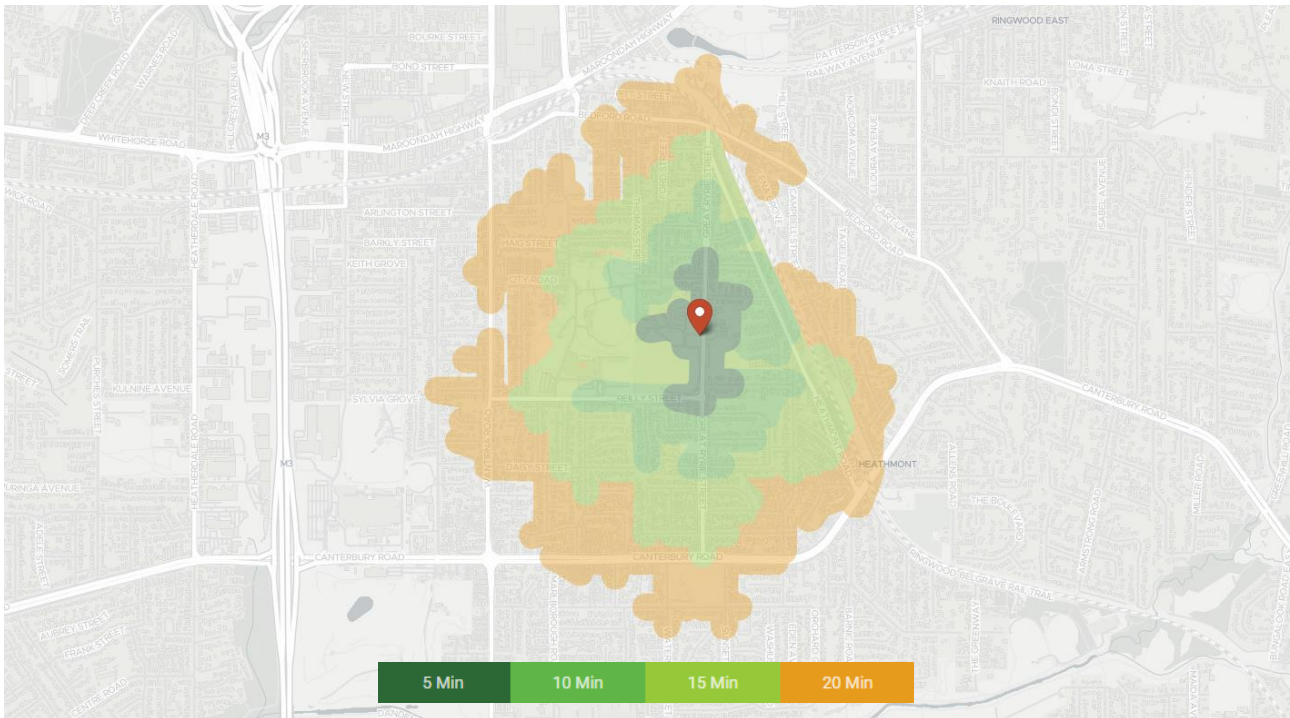


Image source: Targomo

Bike Network

Figure 2.6 indicates that there are no formal cycling routes in the local area. Figure 2.10 highlights the routes people take on one bike and the relative intensity of use.

The major bike route in the area is on Bedford Road, which is 750m to the north and has dedicated on-road bike facilities. A shared path is also provided to the east of the Belgrave rail line, which is 750m to the east of the site and can be accessed via Edna Street and Heathmont Road. In addition, nearby residential streets offer a lightly trafficked environment that is suitable for a wide variety of people who want to travel by bike.

Overall, the subject site is accessible by bike, with an extensive 20-minute catchment that reaches many surrounding suburbs, including the Ringwood activity centre, see Figure 2.8.

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 2.8 – Existing bike catchment, 20 minutes in 5-minute bands

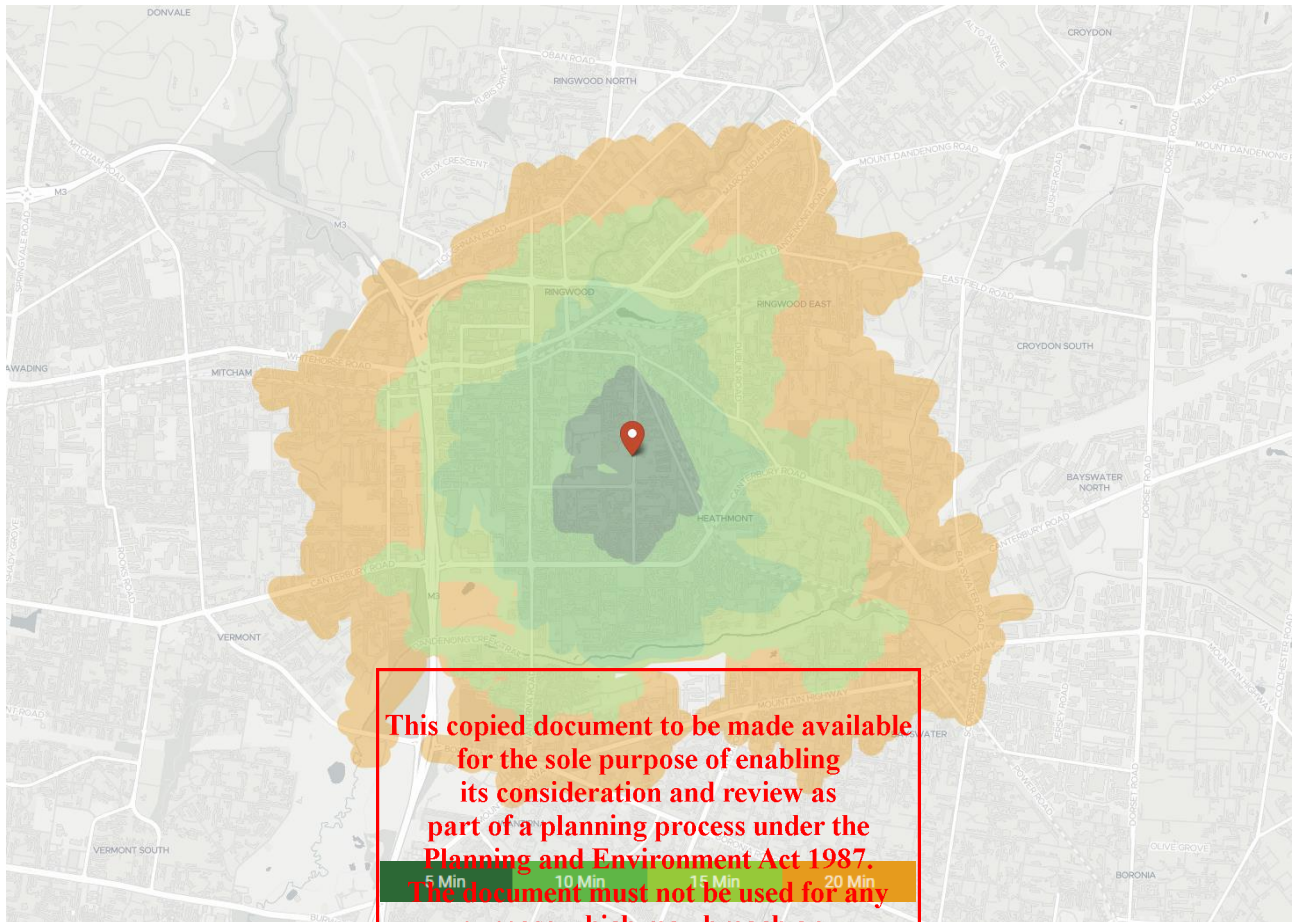


Image Source: Targomo

2.2.5 Future active travel improvements

No specific plans for improvements to the walking or cycling network in the local area are known to MCG Consult at the time of writing. However, Maroondah Council has highlighted that it will continue to improve walking and cycling conditions for people using the area.

2.2.6 Existing public transport network

Aquinas College is served by the following public bus routes:

- 679 bus route (Chirnside Park Shopping Centre - Ringwood via Canterbury Rd), which operates on a 20–30-minute frequency during peak periods.
- 669 bus route (Ringwood Station - Croydon Station via Ringwood East Station), which is a school bus service that operates two service in the morning and two in the afternoon.

In addition to public bus services, Aquinas College is served by 13 school bus routes (5 morning and 8 afternoon services) that are operated by Ventura¹.

The public transport catchment map in Figure 2.9, which shows good access to the wider local area within the 30-minutes of the site, with further reach provided by train services at Ringwood Station and Heathmont Station.

¹ Ventura bus timetables for Aquinas College, Ringwood [[Link](#)], accessed by MCG Consult in April 2025.

Walk Score indicates the site has a **Transit Score²** of 55 out of 100, and is described as “Good Transit” offering “Many nearby public transportation options”. This category sits above the “Some” or “Minimal” transit scores as defined by Walk Score.

Figure 2.9 – Existing public transport catchment, 30 minutes in 5-minute bands

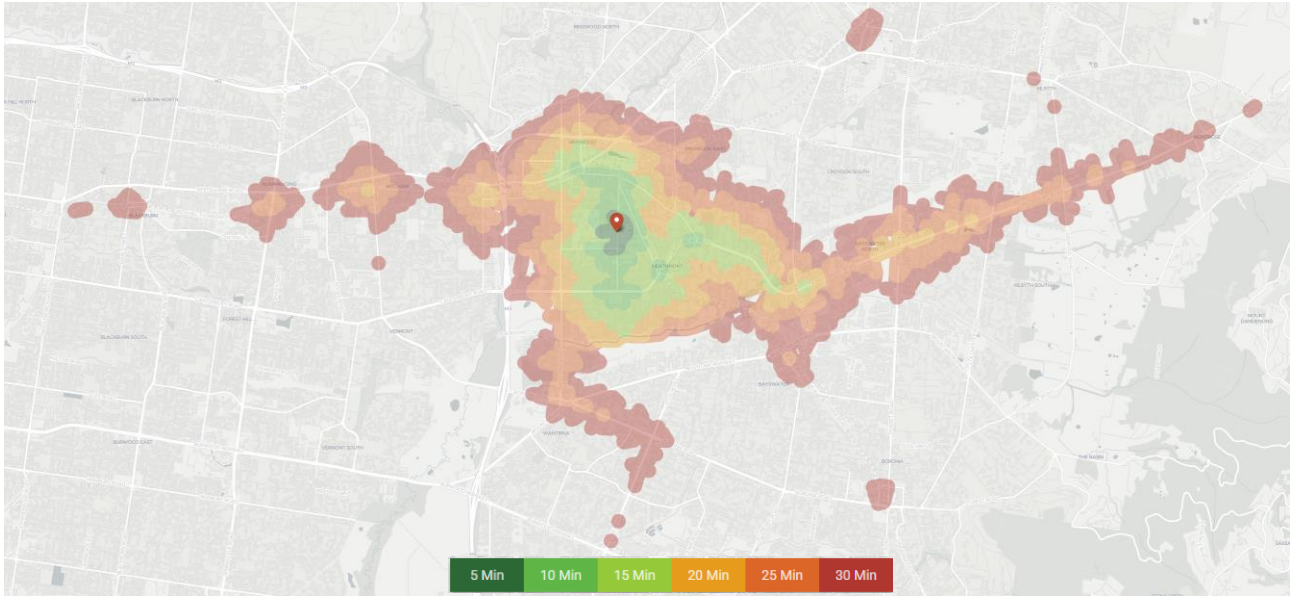


Image Source: Targomo

2.2.7 Future public transport improvements

Broadly, it is expected that as the population of the Melbourne metropolitan area increases, public transport availability and use will, in turn, increase. This is expected to come in the form of increased train and tram frequencies, increased bus coverage, extensions to train and tram lines, increased rolling stock capacity and removal of bottlenecks.

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

- 2 Transit Score is a patented measure of how well a location is served by public transit. Transit Score is based on data released in a standard format by public transit agencies. To calculate a Transit Score, a "usefulness" value is assigned to nearby transit routes based on the frequency, type of route (rail, bus, etc.), and distance to the nearest stop on the route. The results are then normalized to generate a Transit Score from 0 to 100.
- | | |
|--------|---|
| 90–100 | World-class public transportation. |
| 70–89 | Excellent Transit: Transit is convenient for most trips. |
| 50–69 | Good Transit: Many nearby public transportation options. |
| 25–49 | Some Transit: A few nearby public transportation options. |
| 0–24 | Minimal Transit: It is possible to get on a bus. |

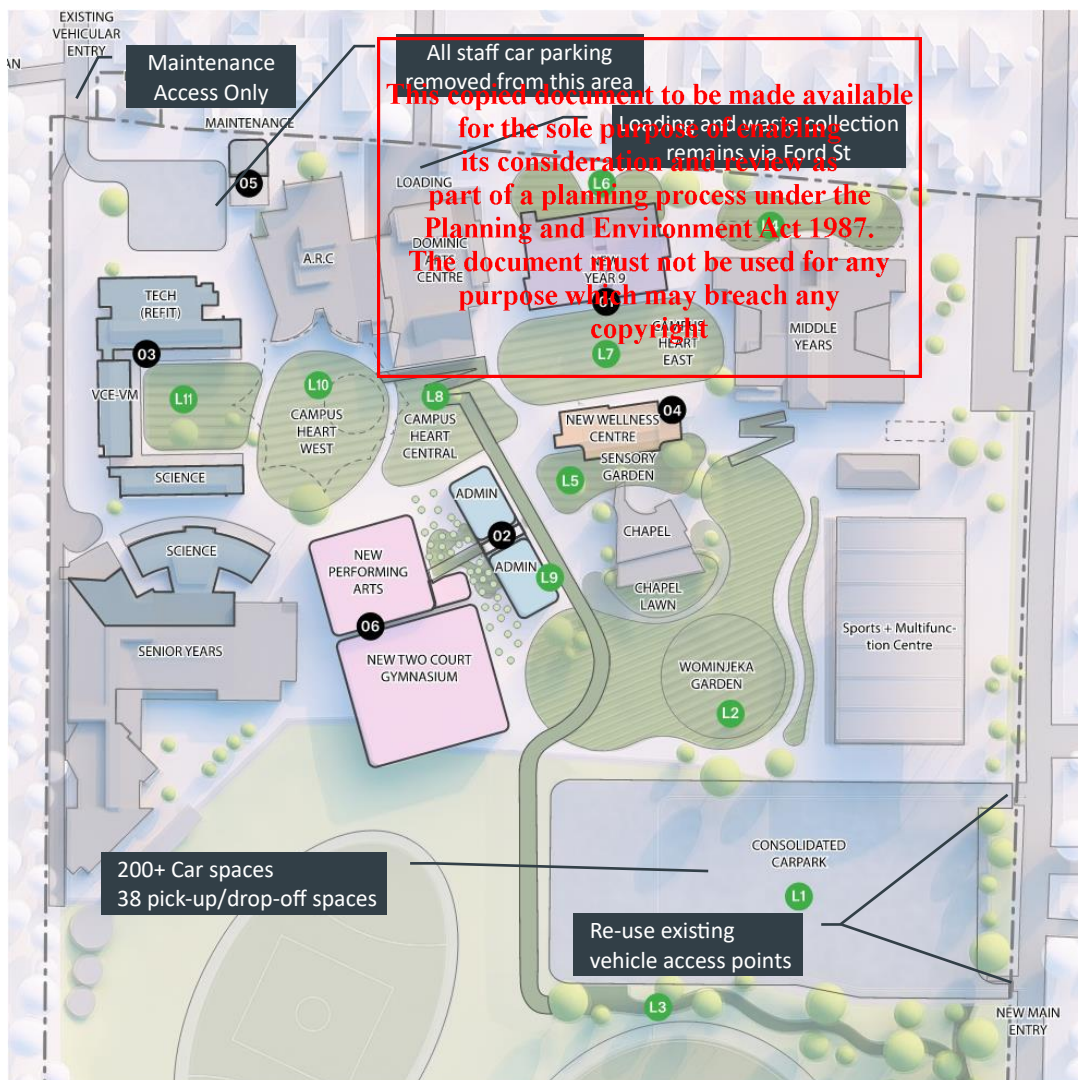
3 Proposed Masterplan

Aquinas College is delivering a staged masterplan to modernise its campus, improve access and wayfinding, and establish defined precincts for learning, wellness, and the arts.

Key upgrades include:

- new teaching and support facilities,
- enhanced landscape areas,
- reconfigured car parking to remove vehicle access to the heart of the campus and consolidate car parking to the southeast of the school buildings
- Overall improvements to improve safety, functionality, and the arrival experience, including removal of general vehicle access at Thomas Street.

Figure 3.10 – Proposed masterplan site plan



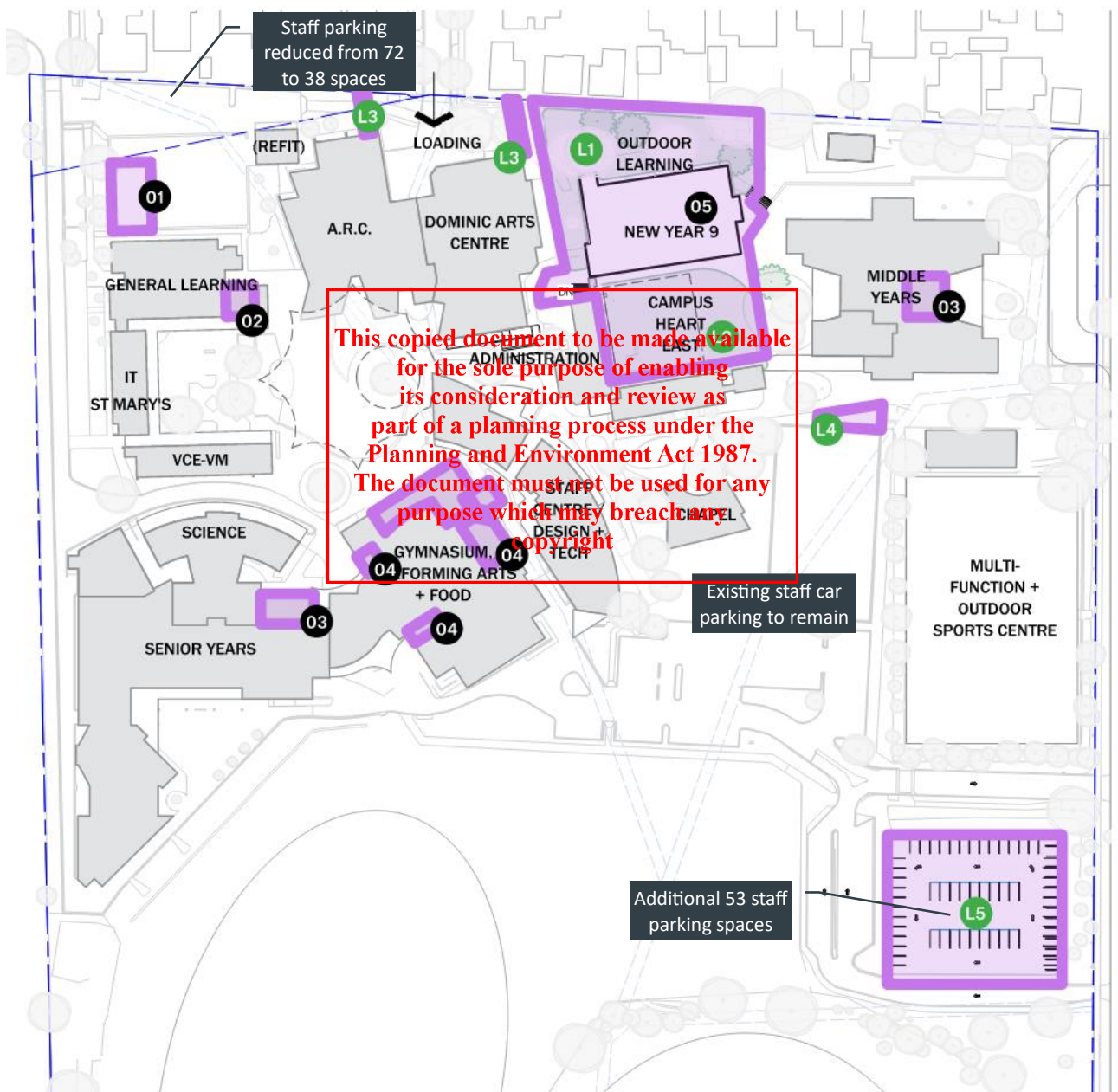
Source: Kosloff Architecture, edited by MCG Consult

3.1 Proposed Stage 1 Development

Stage 1 of the Masterplan will deliver a new Year 9 Teaching and Learning Building, integrated outdoor learning spaces, and the Campus Heart East. These elements will form the foundation of a new middle years precinct and establish the first section of an east–west spine that will connect the entire campus.

A relocatable classroom will be provided in the existing staff car park in the northwest corner of the site. This will reduce car parking in this area by approximately 34 spaces. These spaces will be replaced by 53 spaces in a temporary car park on the existing basketball courts to the southeast of the campus buildings.

Figure 3.11 – Proposed Stage 1 site plan



Source: Kosloff Architecture, edited by MCG Consult

**ADVERTISED
PLAN**



4 Bicycle Facilities

4.1 Overview

Cycling is an efficient form of travel that can replace car journeys of up to 5km (a 30-minute bike ride). It is effective for short, quick, local trips in congested areas, particularly those that are just outside convenient walking distance.

The proposed master plan response encourages cycling by providing on-site end-of-trip facilities for students and employees.

4.2 Statutory Requirements

Statutory requirements for bike parking spaces, showers and change rooms are set out in Clause 52.34 of the Maroondah planning scheme. An assessment of the proposed development using these requirements is set out below.

For an existing use, the requirement for new bike facilities is based on a net increase in the relevant parameters of the use, per Clause 52.34 – in this case, the number of students and employees.

It is not proposed to alter the currently permitted number of students or employees that will use the site; therefore, there is no statutory bike parking requirement.

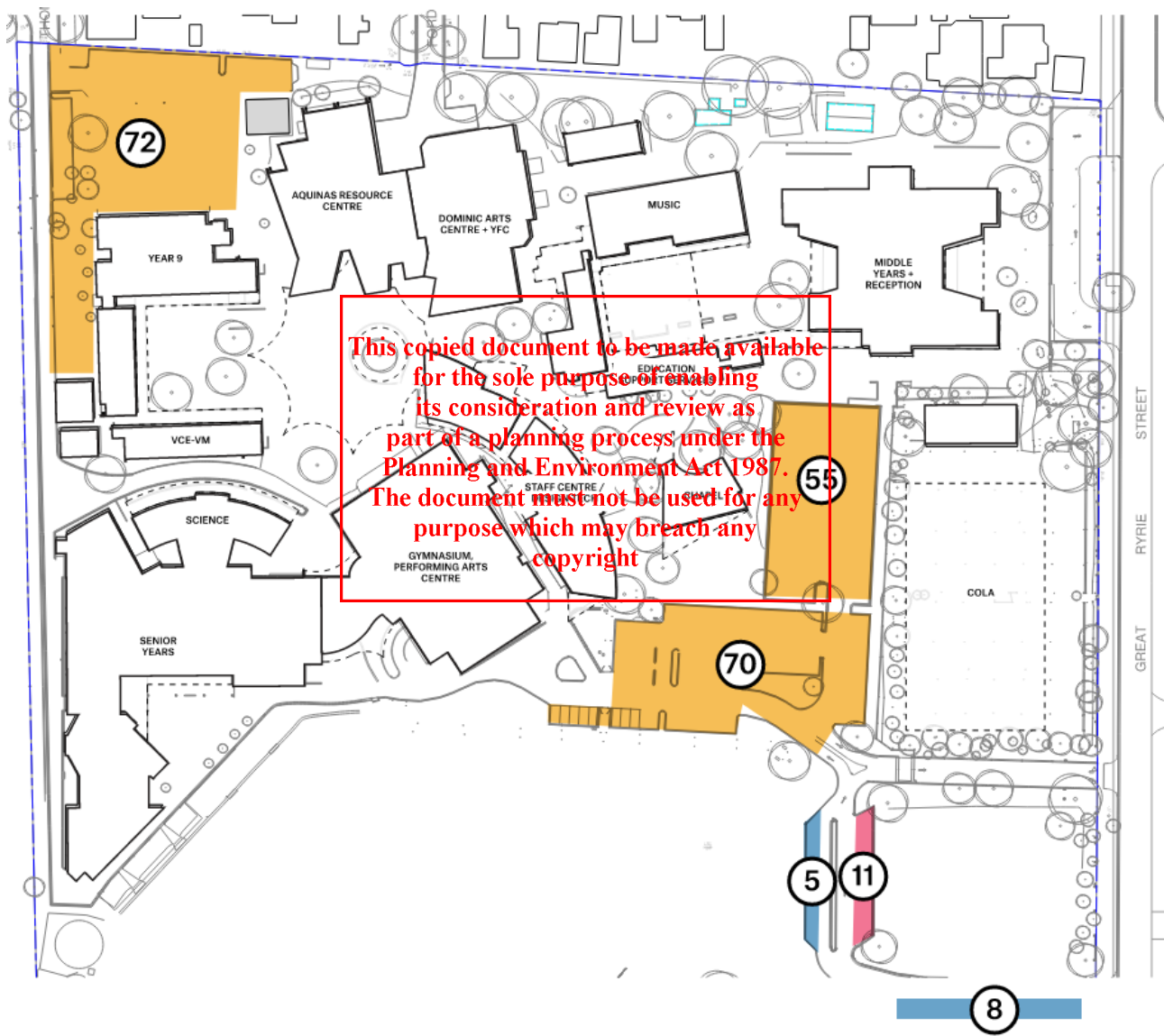
**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

5 Car Parking

5.1 Car Parking Requirement

Figure 5.12 – The subject site currently provides 197 staff car spaces, 11 visitor spaces and 13 pick-up/drop-off spaces



Source: Kosloff Architecture

Similar to bicycle facilities, the relevant parameter that determines the car parking requirement (employees) is not changing under this proposal. Therefore, the proposed development does not trigger a requirement to provide additional car parking on the site.

It is worth noting what the statutory requirement would be to gauge the effectiveness of the proposed parking supply, which is marginally changing due to the development on the site.

Table 5.2 – Statutory car parking requirement based on Table 1 to Clause 52.06-5 of the Maroondah Planning Scheme

Land Use	Yield	Car Parking Rate	Parking Requirement
Secondary school	170 employees [1]	1.2 spaces per employee that is part of the maximum number of employees on the site at any time	203 spaces

[1] Employees derived using a rate of 12 students per teacher (2022 ACARA data for Victoria), plus an additional 10% to account for support staff.

The proposed development would have a statutory minimum car parking requirement of 203 spaces, if this requirement was triggered.

The subject site currently provides 197 car spaces (not including pick-up/drop-off). This is less than the number required by Clause 52.06 which creates an existing deficit, as defined under this clause. In statutory planning terms, the minimum parking requirement is 197 car spaces.

5.2 Adequacy of proposed car parking modifications

A key component of the masterplan is to remove car parking from the heart of the campus and re-provide it on the periphery. These changes are listed below and are illustrated in Figure 5.13 and Figure 5.14.

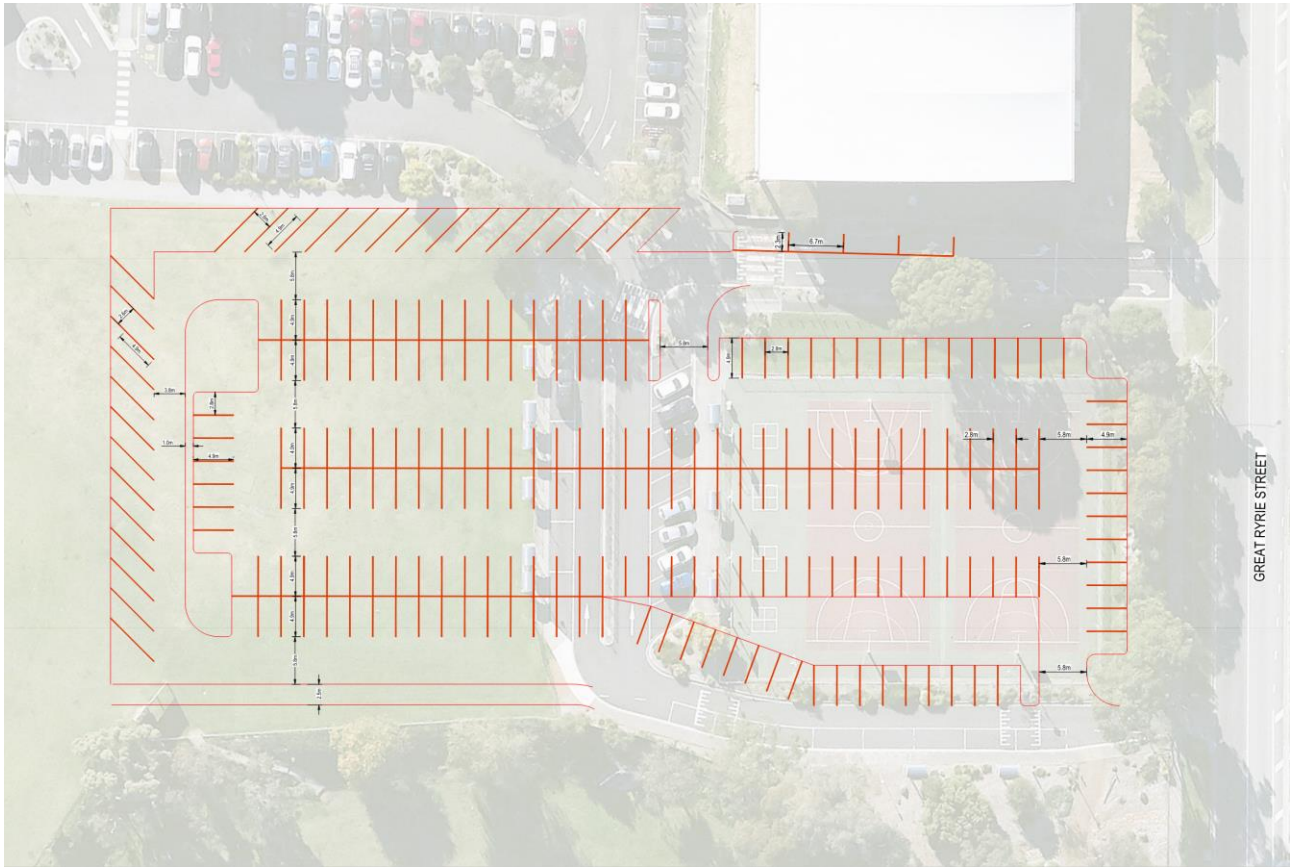
- **Master plan** – balance existing car parking and add pick-up/drop-off spaces. A concept plan is provided in Appendix A.
 - a new car park to the southeast of the campus buildings accessed from existing crossovers to Great Ryrie Street
 - approx. 200 car spaces replacing all existing parking
 - 38 pick-up/drop-off spaces.
- **Stage 1** – balance existing car parking and retain current pick-up/drop-off arrangements.
 - Loss of approx. 34 car space currently accessed at Thomas Street
 - Gain 53 car spaces in a temporary car park on the basketball courts southeast of the campus
 - retain existing 24 pick-up/drop-off spaces.

The proposed development will provide enough car parking to meet its statutory planning requirements.

**ADVERTISED
PLAN**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Figure 5.13 – Master plan car parking supply (200 staff spaces and 38 pick-up/drop spaces)

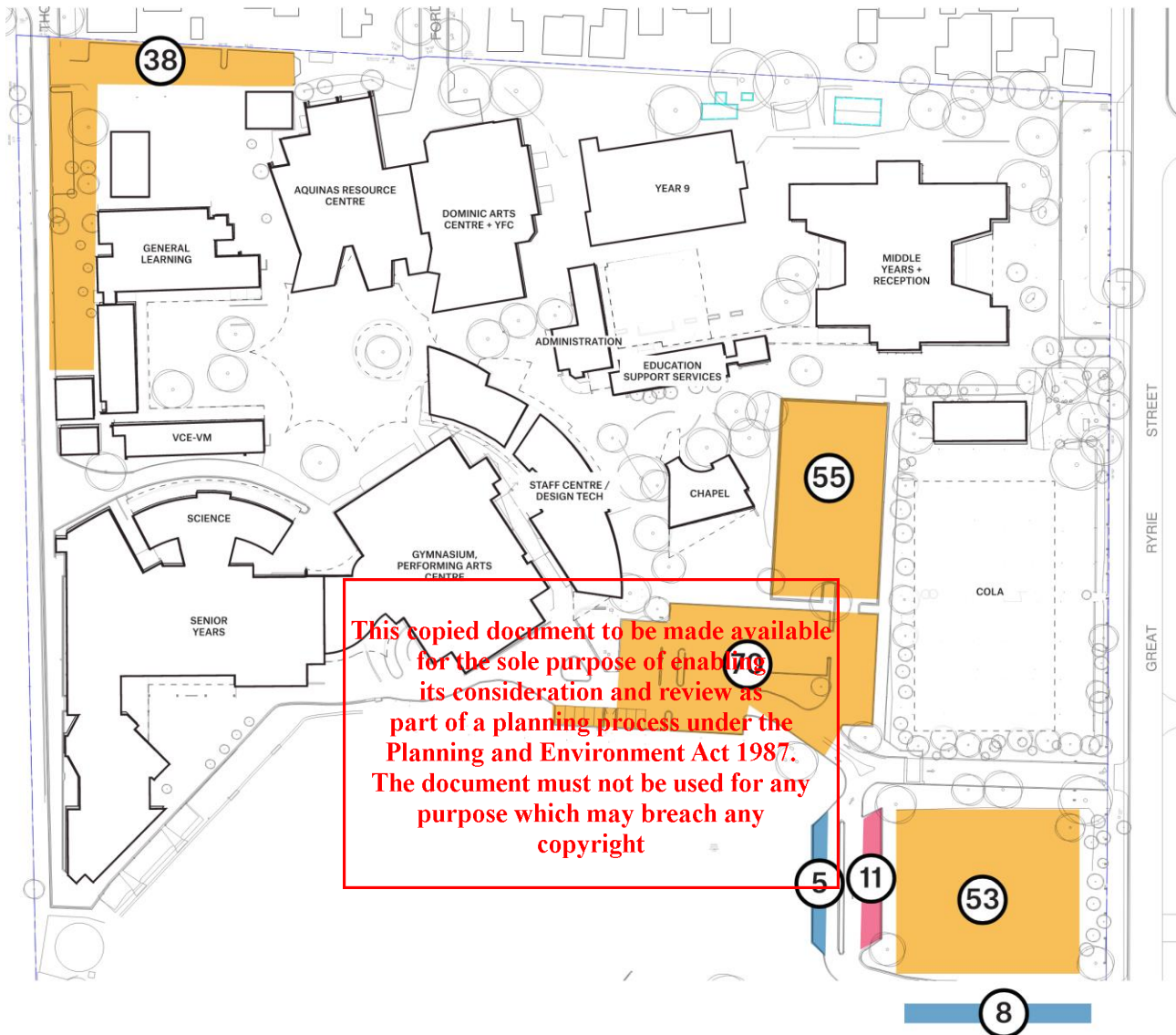


Source: MCG Consult

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**

Figure 5.14 – Stage 1 car parking supply (reducing 72 spaces to 38 spaces off Thomas Street, adding 53 spaces southeast of the campus buildings)



Source: Kosloff Architecture

5.2.1 Car Parking for People with Disabilities

The National Construction Code (NCC) specifies minimum rates of car parking that must be provided for people with disabilities. The requirement is based on building classification. Those relevant to the proposed development are set out in Table 5.3.

Table 5.3 – Parking for People with Disabilities

Land Use	NCC Building Class	Requirement	Required Provision
School	Class 9b	1 space for every 100 spaces or part thereof	3 spaces (for 200+ overall parking spaces)

The proposed development includes 3 car spaces for people with disabilities, meeting the NCC requirement.

**ADVERTISED
PLAN**

6 Development Layout Assessment

6.1 Walking, Cycling Access

Walking and cycling access to the site will remain as per current locations.

6.2 Car Park Layout

The proposed car parking layout and access have been assessed in accordance with the design standards outlined within Clause 52.06-9 of the Maroondah Planning Scheme and AS 2890. A review of compliance is set out below.

Design Standard 1 – Accessways

- All accessways are a minimum of 3m wide.

Design Standard 2 – Car parking spaces

- All new car space dimensions meet the relevant requirements of table 2 to Clause 52.06.

Design Standard 3 – Gradients

- Existing crossover gradients are functional and will be maintained.
- Internal gradients are shallow and fall within the requirements of Clause 52.06.

Design Standard 4 – Mechanical parking

Mechanical parking is not proposed.

Design Standard 5 – Urban design

Urban design is outside the scope of this report.

Design Standard 6 – Safety

Lighting and signage are not shown but should be incorporated as part of detailed design.

Design Standard 7 – Landscaping

Landscaping is outside the scope of this report.

6.3 Operational Loading and Waste Collection Vehicle Access

Clause 65 of the Maroondah Planning Scheme indicates that:

“Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate... The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.”

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document is not to be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**



The operational loading activities at the site will not markedly change:

- It is possible (but not certain) that the frequency of deliveries may see a minor increase over the course of the week, due to the increase in student numbers over time. However, this is a currently permitted outcome.
- The size of the design vehicle used to determine the layout of the loading area will not change as a result of the proposals.
- Loading vehicles (including waste collection trucks) will continue to access the site at Ford Street.

The operational loading activities of the proposed development will not have a meaningful impact on operation of the subject site or the surrounding area.

ADVERTISED PLAN

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

7 Waste Management

7.1 Current Waste Generation and Practices

Existing waste volumes, bin sizes and collection frequencies are set out below. Maintenance staff bring waste from various locations within the school buildings and grounds to the waste storage area to the north of the school. Vehicle access to the waste store is from Ford Street.

These practices will not markedly change due to the proposed development.

Table 7.4 – Existing waste volumes, bin sizes and collection frequency

Waste Stream	Bin Quantity & Size	Collection Frequency
General Waste	2 × 4.5 cu.m bins	3 times per week
Co-mingled Waste	3 × 1100 L bins	Once per week
Cardboard	1 × 3 cu.m bin	Once per week
Paper	25 × 120 L bins	Once per week
Grease Trap	6,000 L tank	On call
E-waste	Various bins	On call
Green waste	Various bins	On call

Source: Aquinas College

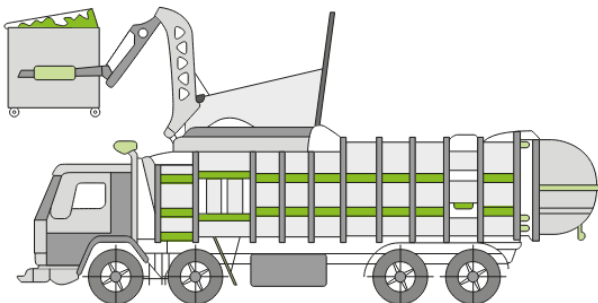
This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

7.2 Collection Vehicles

The largest bins (4.5 cu.m) are collected by front loading waste trucks, which are typically in the order of 10.5m long and are among the largest waste trucks in common use.

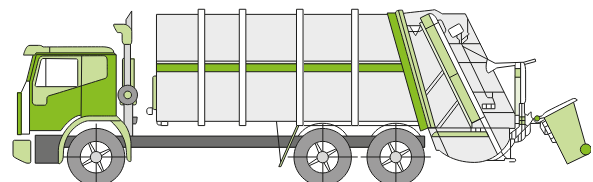
Other mobile garbage bins are collected use rear-lift trucks which typically range from 8.5m to 10.5m long.

Figure 7.15 – Typical 10.5m long front-lift waste truck



Source: Sustainability Victoria

Figure 7.16 – Typical rear-lift waste truck (8.5-10.5m long)



Source: Sustainability Victoria

**ADVERTISED
PLAN**

8 Traffic Impact

8.1 Traffic Generation

The overall traffic generation of the subject site is not expected to markedly increase as the number of students is not increasing beyond currently permitted levels.

The locations of where traffic enters and exits the site is proposed to change.

- Currently, 72 car spaces are accessed via Thomas Street
- In future, all parking will be accessed via existing crossovers at Great Ryrie Street
- The traffic impact of the proposed development is limited to staff use of these 72 spaces
- Removal of traffic from residential access roads (to reach Thomas Street) will have a positive safety benefit.

8.2 Traffic Impact

The local area traffic peak occurs in the 15 minutes prior to school starting in the morning and again in the afternoon for approx. 10-minutes either side of the school bell.

Local roads are relatively quiet outside of these times. It is during these quieter periods when staff enter and exit the car park. Accordingly, no traffic capacity issues, amenity or safety impacts are expected to occur, noting no new vehicle accesses are proposed.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

8.3 Pick-up/Drop-off

The afternoon pick-up period is when the pick-up/drop-off area see the most activity. Parents arrive well in advance of school ending, and by the time the school bell sounds, all pick-up bays are occupied and the driveway is full. Vehicles overspill into Great Ryrie Street – up to 15 cars where observed queuing onto the external road (building up and dissipating in approx. 7-8 minutes).

No schools staff were observed to manage use of the pick-up area.

The following measures will be provided as part of the proposed masterplan, in connection with the proposed new staff car park. This change is currently programmed at Stage 3 of the masterplan.

- Increasing the number of pick-up/drop-off spaces from 24 to 38 spaces
- increasing the internal length of the pick-up/drop-off driveway
- school staff on-hand to manage the use of this area.

These measures will reduce the likelihood of traffic queuing onto external roads. This is a positive outcome.

**ADVERTISED
PLAN**



8.4 Traffic Impact Summary

The proposed development is expected to have a positive traffic impact in the following ways:

- Removal of traffic from residential access streets (traffic accessing the site at Thomas Street will in future do so at Great Ryrie Street, a local arterial road)
- More spaces and better management of the pick-up and drop-off parking, resulting in a reduced likelihood of cars queuing out onto Great Ryrie Street.

Overall, the traffic effects of the proposed development are acceptable.

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

9 Conclusion

- The proposed school masterplan is not accompanied by an increase in student numbers.
- The transport proposals are aimed at improving road safety for students and users of surrounding residential streets. The key move in this regard is to relocate all parking currently accessed at Thomas Street to a new car park accessed from existing crossovers at Great Ryrie Street. Existing car parking that is accessed from Great Ryrie Street (125 spaces) will also be relocated to the new car park, freeing-up this land in the heart of the campus. There will be a partial relocation of parking during Stage 1 of the masterplan
- The new car park (200+ staff spaces) will balance the existing number of car parking spaces across the site (197 staff spaces). This meets the school's statutory parking obligations.
- The existing pick-up/drop-off area is congested during the afternoon pick-up period. The masterplan proposals include increasing the number of car spaces in this area from 24 to 38, together with increasing the length of the internal driveway where queuing can occur. This change is currently programmed at Stage 3 of the masterplan.
- Loading and waste collection will take place at the current loading area, accessed at Ford Street. No changes to waste collection practices will occur due to the proposed development, in terms of waste volume, the size of collection trucks, or collection frequency.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

**ADVERTISED
PLAN**



Appendix A Car Park Concept Plan

**ADVERTISED
PLAN**

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**



LAYOUT
1:250

MCG Consult Pty Ltd
Level 2, 696 Bourke St
Melbourne VIC 3000
admin@mcgconsult.com.au

Copyright. The Copyrights to all designs and drawings are the property of MCG Consult. Reproduction or use for any purpose other than that authorised by MCG Consult is forbidden. The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to MCG Consult without delay.

Colour Disclaimer. This drawing has been documented in colour. This drawing is required to be printed in colour. Failure to do so may result in loss of information. Black and white printing may be used if specific black and white documents have been obtained from MCG Consult.

- LEGEND**
- PROPOSED KERB
 - PROPOSED LINEMARKING

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

Client
Kolsloff Architecture

Project Name
AQUINAS COLLEGE

Project Location
**46 GREAT RYRIE STREET
Ringwood VIC 3134**

PRELIMINARY
NOT FOR CONSTRUCTION

B PRELIMINARY ISSUE	S.K.	N.M.	03.07.2024
A PRELIMINARY ISSUE	S.K.	N.M.	01.07.2024
Revision	By	Appd	Date

Drawing Title
**CONCEPT LAYOUT
OPTION 3**

This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright