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Transport Impact Assessment

*Caufield Grammar – Shelford
Campus*

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Report Number FINAL 1

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The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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1 Introduction

1.1 Background

Urbis was engaged by Caulfield Grammar School (CGS) to prepare a Transport Impact Assessment (TIA) Report for the proposed sports facility upgrades at 281 Glen Eira Road, Caulfield North ('the site').

The site is owned by Oaktree Anglican Church and currently contains a church building, sporting facilities and off-street car parking. It is understood that CGS currently leases the sporting facilities and the open car park from the Church for school use only.

The proposal seeks approval for upgrades to the existing sports facilities, including the development of an indoor court with seating, a pavilion with associated facilities, upgraded playground and lighting improvements adjacent to the existing hard courts. The upgraded sporting facilities will continue to be used by existing Caulfield Grammar School students and staff.

This TIA assesses the proposed upgrades in the context of existing transport conditions, site access arrangements, traffic impacts and parking provision to support the planning application.

1.2 Referenced Material

The following documents were referred to during the preparation of this report:

- Glen Eira Planning Scheme
- Architectural Plans (Revision A), prepared by CO.OP Studio, dated 20/03/2026
- Shelford Campus Sports Facility Waste Management Plan v1.0, prepared by CGS, dated 18/03/2026

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2 Existing Conditions

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2.1 Site Location

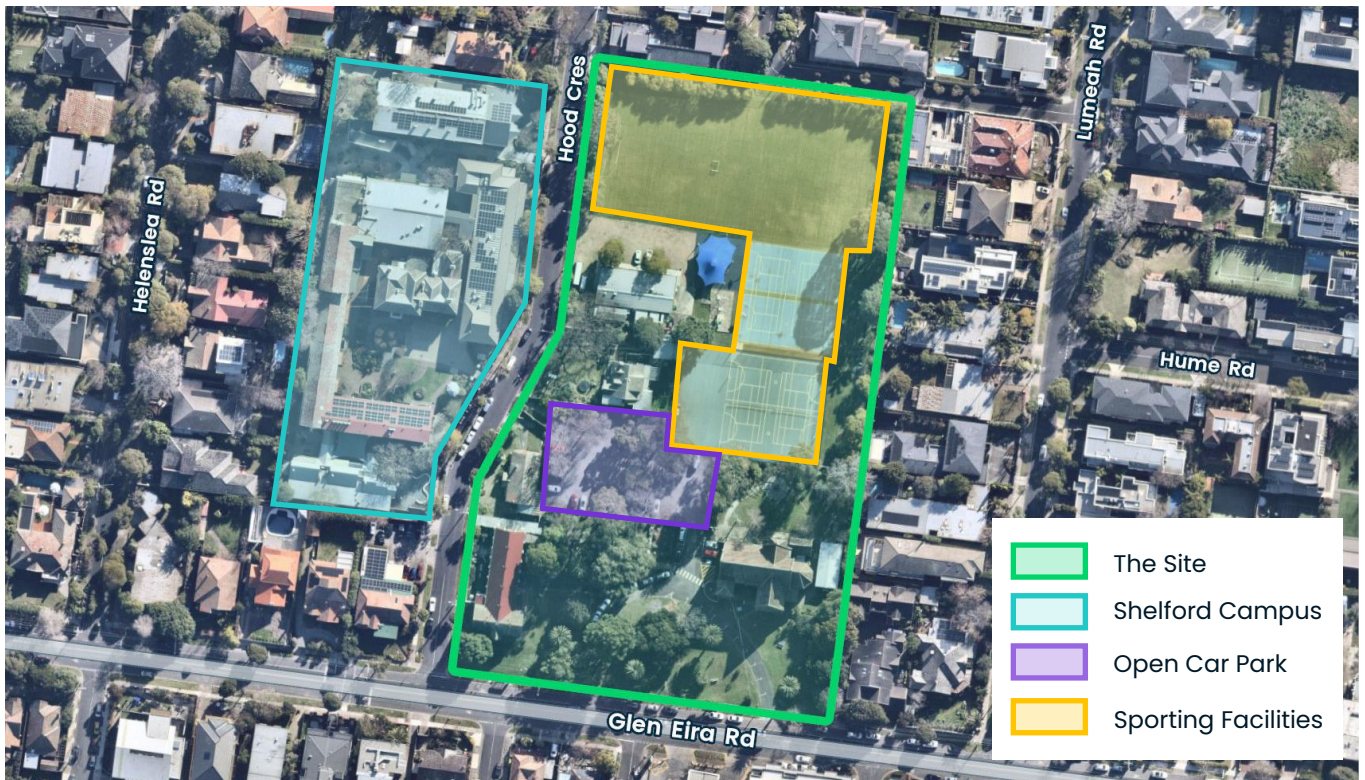
The site is located at 281 Glen Eira Road, Caulfield North and is owned by Oaktree Anglican Church. The site includes a church building, sporting facilities located in the northern portion of the site, and off-street car parking.

CGS currently leases the sporting facilities and the open car park from the Church. These facilities are used for sporting activities associated with the CGS Shelford Campus, located directly east of the site at 3 Hood Crescent, Caulfield North.

The existing sports facilities include a soccer pitch, playground, tennis courts and multipurpose/hard courts. It is understood that these facilities are also used by Shelford Campus students during recess periods.

Figure 1 shows an aerial image of the site in relation to the open car park, sport facilities and adjacent CGS Shelford Campus.

Figure 1 Aerial image of the site and surrounding context



Source: Nearmap (modified by Urbis)

2.2 Surrounding Land Uses

The site forms part of the Neighbourhood Residential Zone (NRZ1) and is not part of any Parking Overlay.

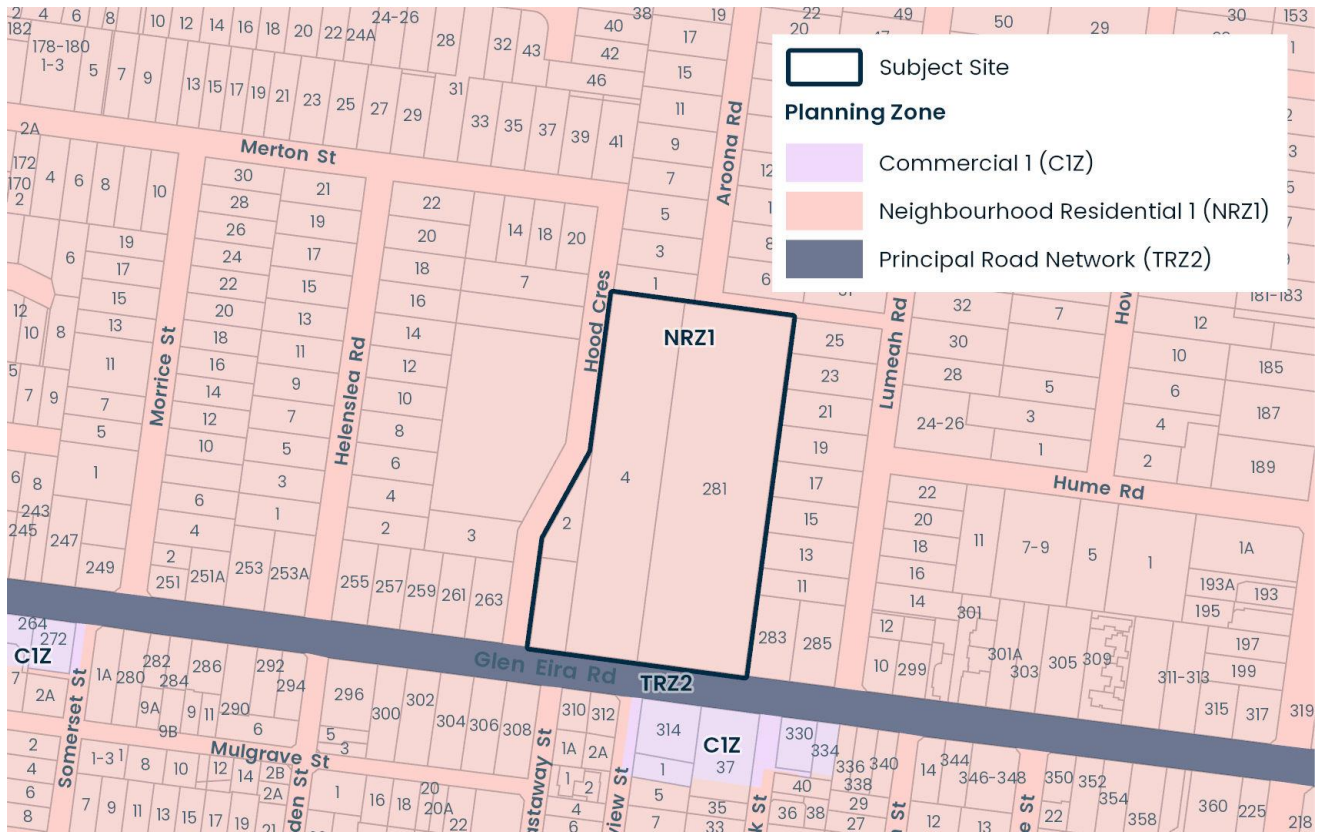
Glen Eira Road is within the Transport Zone 2 - Principal Road Network (TRZ2), managed by the Department of Transport and Planning (DTP). Land surrounding the site largely forms part of the NRZ1, except for a small number of Commercial 1 (C1Z) lots which abut Glen Eira Road to the south.

The site is subject to planning overlays, including Heritage Overlay (HO25 and HO34) and Special Buildings Overlay (SBO).

The land use zones for the site and immediate vicinity are shown in **Figure 2**.

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Figure 2 Land use zoning in the vicinity of the site



Source: Vicplan (modified by Urbis)

2.3 Sustainable Transport

2.3.1 Public Transport

The site is located within a Category 2 area in the Car Parking Requirement (CPR) Map. CPR mapping was released by the Department of Transport and Planning (DTP) in December 2025 and incorporated into the Glen Eira Planning Scheme at Clause 52.06. Category 2 is described by the DTP as an area that has low to medium public transport access.

The location of the site relative to the CPR map categories is shown in **Figure 3**.

Figure 3 The site in relation to the Car Parking Requirement (CPR) map



Source: Vicplan (modified by Urbis)

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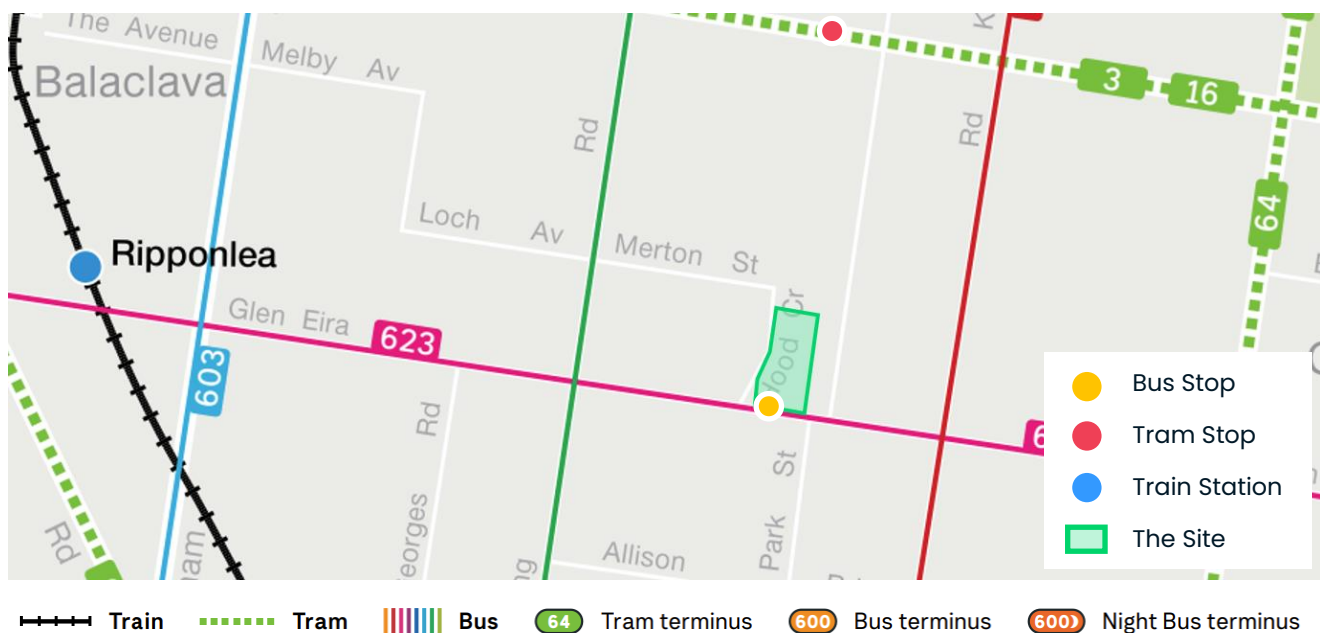
A summary of public transport services available near the site are listed in **Table 1** and illustrated in **Figure 4**.

Table 1 Summary of public transport services

Mode	Route No.	Route Description	Nearest Stop	Distance (approx. walking time)	Typical Frequency
Train		Sandringham Line	Ripponlea Train Station	1.6 km (23 mins)	8 mins
Bus	623	Glen Waverley to St Kilda	Hood Crescent / Glen Eira Road	10 m (1 min)	27 mins
	604	Elsterwick Station to Anzac Station	Villiers Street / Orrong Road	650 m (8 min)	20 mins
Tram	3	Melbourne University to East Malvern	Otira Road / Balaclava Road	1 km (14 min)	11 mins
	67	Melbourne University to Carnegie	Shoobra Road / Glen Huntly Road	1.2 km (16 min)	11 mins

Source: Transport Victoria (February 2026)

Figure 4 Public transport services near the site



Source: Transport Victoria (modified by Urbis)

CGS also provide a chartered bus for before-school and after-school transport arrangements to and from the Shelford Campus. Two routes service the site, departing to and from Port Melbourne and East Malvern respectively, with the nearest school bus stop located on Glen Eira Road, directly south of the site and adjacent to the public bus stop for Route 623¹.

¹ CGS (2026) 'School bus route and transport options', Transport to School, Caulfield Campus
<https://cgs.rollcall.com.au/getRoutesData?school=cgs>

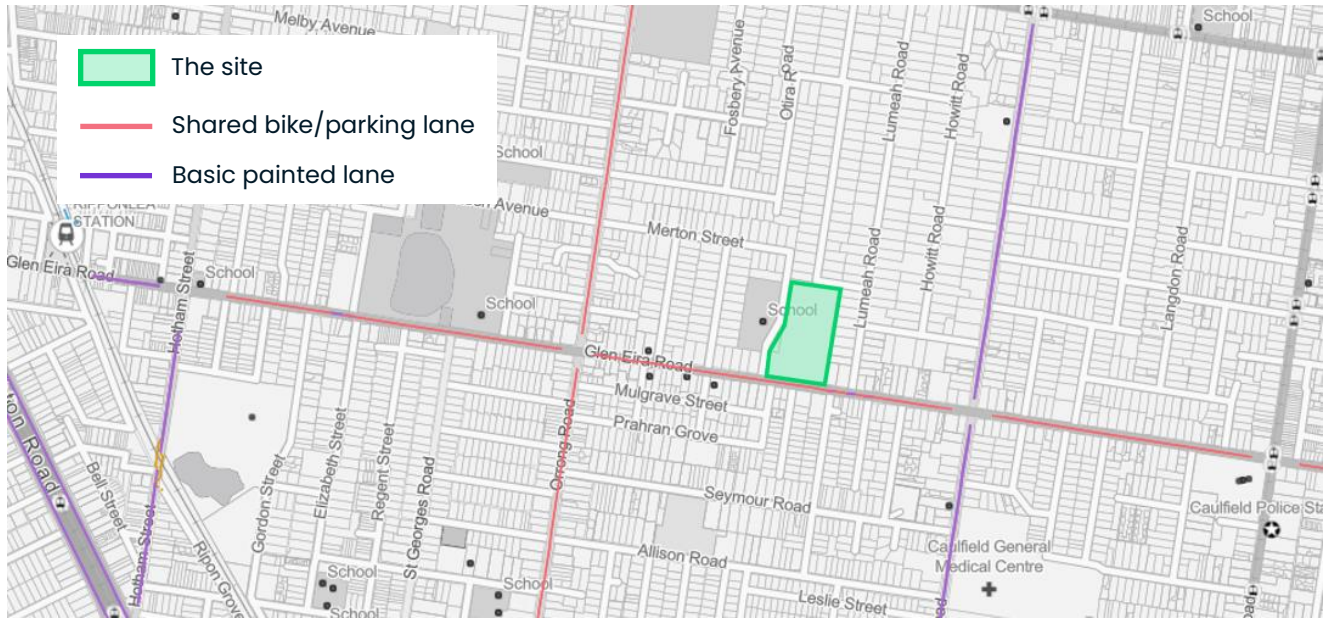
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2.3.2 Bicycle Network

Glen Eira Road, which fronts the site, includes a shared bicycle and parking lane in both directions, providing connections west to Ripponlea Station and east towards Glen Huntly. Kooyong Road, east of the site, has basic painted bicycle lanes in both directions, while Orrong Road to the west also includes shared bicycle and parking lanes. Both streets provide north–south connections between Dandenong Road and North Road.

Figure 5 illustrates the existing bicycle infrastructure in the vicinity of the site.

Figure 5 Bicycle infrastructure near the site



Source: Transport Victoria (modified by Urbis)

2.3.3 Pedestrian Network

Streets proximate to the site provide a well-connected pedestrian network, with all streets in the local area generally providing sealed footpaths and kerb ramps at intersections.

Figure 6 provides an image of the pedestrian footpath on the eastern side of Hood Crescent near the site's entry.

A school crossing is provided approximately 60 metres west of the site, providing a safe crossing for the local community during school times, as shown in **Figure 7**.

Figure 6 Pedestrian footpath - eastern side of Hood Crescent (facing north)



Source: Urbis (August 2025)

Figure 7 School crossing Glen Eira Road near the site (facing east towards Hood Crescent)



Source: Google Street View (December 2022)

2.4 Road Network

2.4.1 Hood Crescent

Hood Crescent fronts the site to the west. The street is classified as a local traffic street, managed by Glen Eira City Council. It typically operates in a north-south alignment, providing a connection between Glen Eira Road and Orrong Road, via Merton Street. The street also provides a key connection to the CGS Shelford Campus which is located to the west of the street, opposite the site.

Hood Crescent features a typical carriageway width of 7.5 metres and is subject to a posted speed limit of 40 km/h.

Hood Crescent operates under time-based traffic restrictions. Between 8:00 AM to 9:00 AM and 3:00 PM to 4:00 PM, the street operates to allow for one-way (northbound) traffic movements. During these periods, stopping is not permitted on the eastern side of the street to facilitate pickup and drop off school operations on the western side of Hood Crescent. Outside these hours, Hood Crescent returns to two-way operation, with one lane in each direction, and on-street parking permitted on both sides of the street.

Figure 8 and **Figure 9** show images of Hood Crescent near the site.

Figure 8 Hood Crescent facing north



Source: Google Street View (October 2019)

Figure 9 Hood Crescent facing south



Source: Google Street View (October 2019)

2.4.2 Glen Eira Road

Glen Eira Road fronts the site to the south and is classified as a secondary state arterial road managed by the Department of Transport and Planning (DTP). It is also classified as a Transport Zone 2 (TRZ2) under the Glen Eira Planning Scheme.

The road typically operates in an east-west alignment, providing a connection between Ripponlea Train Station and Caulfield Racecourse. Glen Eira Road features a typical carriageway width of 12.2 metres near the site, accommodating one lane of traffic and kerbside parking in each direction. The road is subject to a posted speed limit of 60 km/h and is reduced to a 40 km/h during school times within the school speed zone adjacent to the site.

Figure 10 and **Figure 11** are images of Glen Eira Road near the site.

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Figure 10 Glen Eira Road facing west



Source: Google Street View (September 2022)

Figure 11 Glen Eira Road facing east



Source: Google Street View (September 2022)

2.4.3 Traffic Volumes

The existing daily traffic volumes for Glen Eira Road near the site have been extracted from DTP’s Open Data Portal along Glen Eira Road between Kooyong Road and Orrong Road.

Table 2 below summarises the latest publicly available average annual daily traffic (AADT) volumes (2019) in vehicles per day (vpd) and the heavy vehicle (HV) proportion of total traffic along Glen Eira Road adjacent to the site.

It is noted that the AADT data represents 2019 traffic conditions and may not fully reflect current traffic volumes, as it does not account for changes in travel behaviour following the COVID-19 lockdowns or potential development uplift within the nearby Elsternwick Activity Centre. Notwithstanding this, any increase in traffic volumes since 2019 is expected to be moderate, and Glen Eira Road is anticipated to continue operating within its available road capacity.

Table 2 AADT (2019) for Glen Eira Road between Kooyong Road and Orrong Road

Direction	AADT (vpd)	HV (vpd)
Westbound	7,412	487 (7% of total AADT)
Eastbound	7,412	487 (7% of total AADT)
Bidirectional	14,824	974 (7% of total AADT)

Source: Transport Victoria (DTP Open Data Portal) (2019)

2.5 Casualty Crash History

A review of casualty crash history has been conducted along Glen Eira Road and Hood Crescent in the vicinity of the site. Crash statistics for the most recently available five-year recording period between January 2020 and January 2025 have been extracted from DTP’s Open Data Portal.

The crashes recorded within the investigation area have been presented in **Figure 12**.

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Figure 12 Casualty crash history near the site



Source: Transport Victoria (DTP Open Data Portal) (modified by Urbis)

A total of three crashes were recorded within the crash investigation area along Glen Eira Road, including:

- One midblock crash between Park Street and Bayview Street resulting in an “other injury” crash.
- One crash at the Glen Eira Road / Park Street intersection resulting in an “other injury” crash.
- One midblock crash between Morrice Street and Helenslea Road resulting in a “serious injury” crash.

Of the three recorded crashes:

- All occurred during clear day conditions where the road surface was recorded as dry. No crashes were recorded during school hours.

The midblock crash along Glen Eira Road between Morrice Street and Helenslea Road involved:

- A parked vehicle causing another vehicle to change lanes.
- A bicycle rider between the ages of 22-25 years of age being seriously injured.

The midblock crash along Glen Eira Road between Park Street and Bayview Street involved:

- A pedestrian on the footpath being struck by a vehicle entering/departing the driveway.
- The pedestrian sustained an “other type” injury and was aged between 50-59 years of age.

No crashes were recorded along Hood Crescent in the crash investigation area.

Notably, no crashes involved heavy vehicles in the crash investigation area across the study period.

With reference to the above, no specific crash trends were identified that might be exacerbated by the sports facility upgrade.

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2.6 Car Parking

Urbis has been advised by CGS that the open car park area leased by CGS is an informal car parking area with no line marking and can accommodate approximately 40 to 50 vehicles. The open car park area can be accessed from Glen Eira Road through the church car park and associated internal accessway. There is also a gravel pedestrian pathway that connects between Hood Crescent and the open car park.

CGS has full use of the open car park and grants the Church a license to use the car parking at the following times:

- Sundays,
- Mondays after 6:00 PM,
- Thursdays after 6:00 PM and,
- Holy days (including without limitations on Good Friday, Easter Sunday and Christmas Day).

The use of the open car park area by the church during the periods listed above do not coincide with any CGS activities.

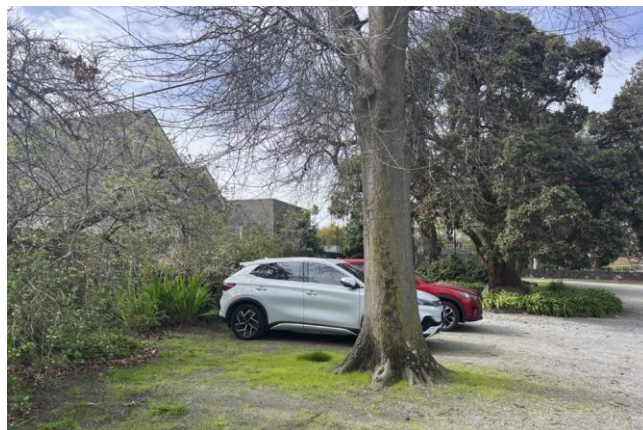
Images of the open car park area leased by CGS are provided in **Figure 13** to **Figure 16**.

Figure 13 Open car park at the site (facing south towards church)



Source: Urbis (August 2025)

Figure 14 Open car park at the site (facing north-east)



Source: Urbis (August 2025)

Figure 15 Open car park vehicle entry



Source: Urbis (August 2025)

Figure 16 Pedestrian access to open car park from Hood Crescent



Source: Urbis (August 2025)

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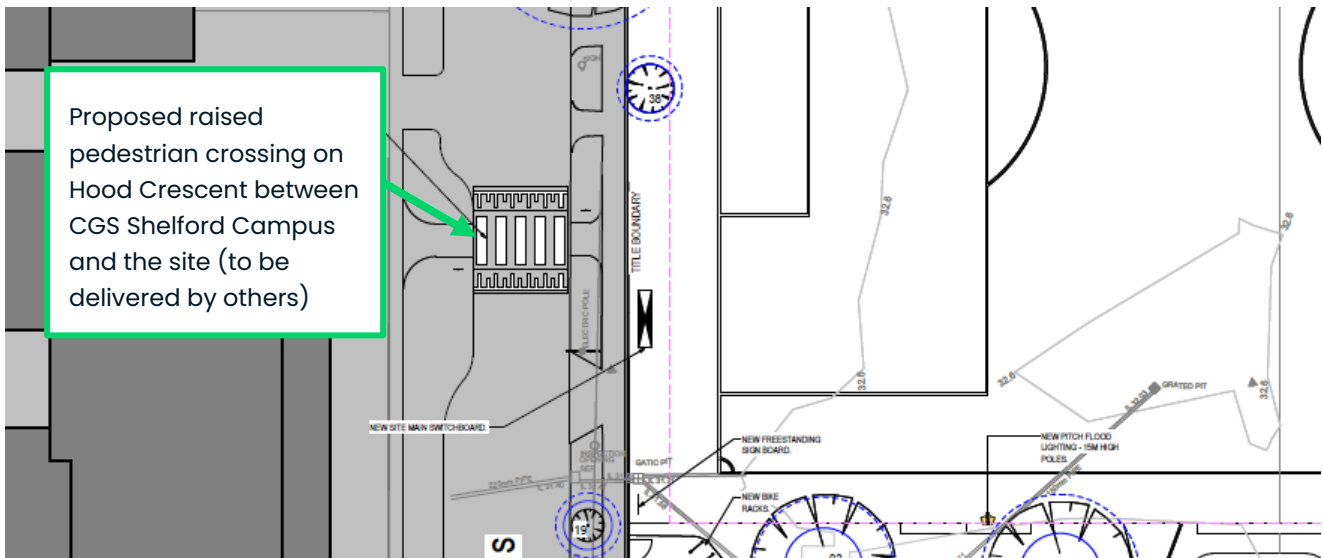
2.7 Strategic Context

2.7.1 Glen Eira City Council Capital Works Program

The 2023-2024 Capital Works Program prepared by Glen Eira City Council identifies school safety as a key Council priority, involving area-wide design and implementation of pedestrian safety measures around school zones. These measures include local area traffic management (LATM), as well as crossing and intersection treatments.

Hood Crescent, adjacent to the site and CGS Shelford Campus, has been identified as a location for these works. While formal designs are not yet publicly available, **Figure 17** below details an indicative location for a raised pedestrian crossing on Hood Crescent.

Figure 17 Indicative location of a raised pedestrian crossing on Hood Crescent



Source: Proposed Site Plan extracted from Architectural Plans (Revision A), prepared by CO.OP Studio, dated 20/03/2026. Modified by Urbis.

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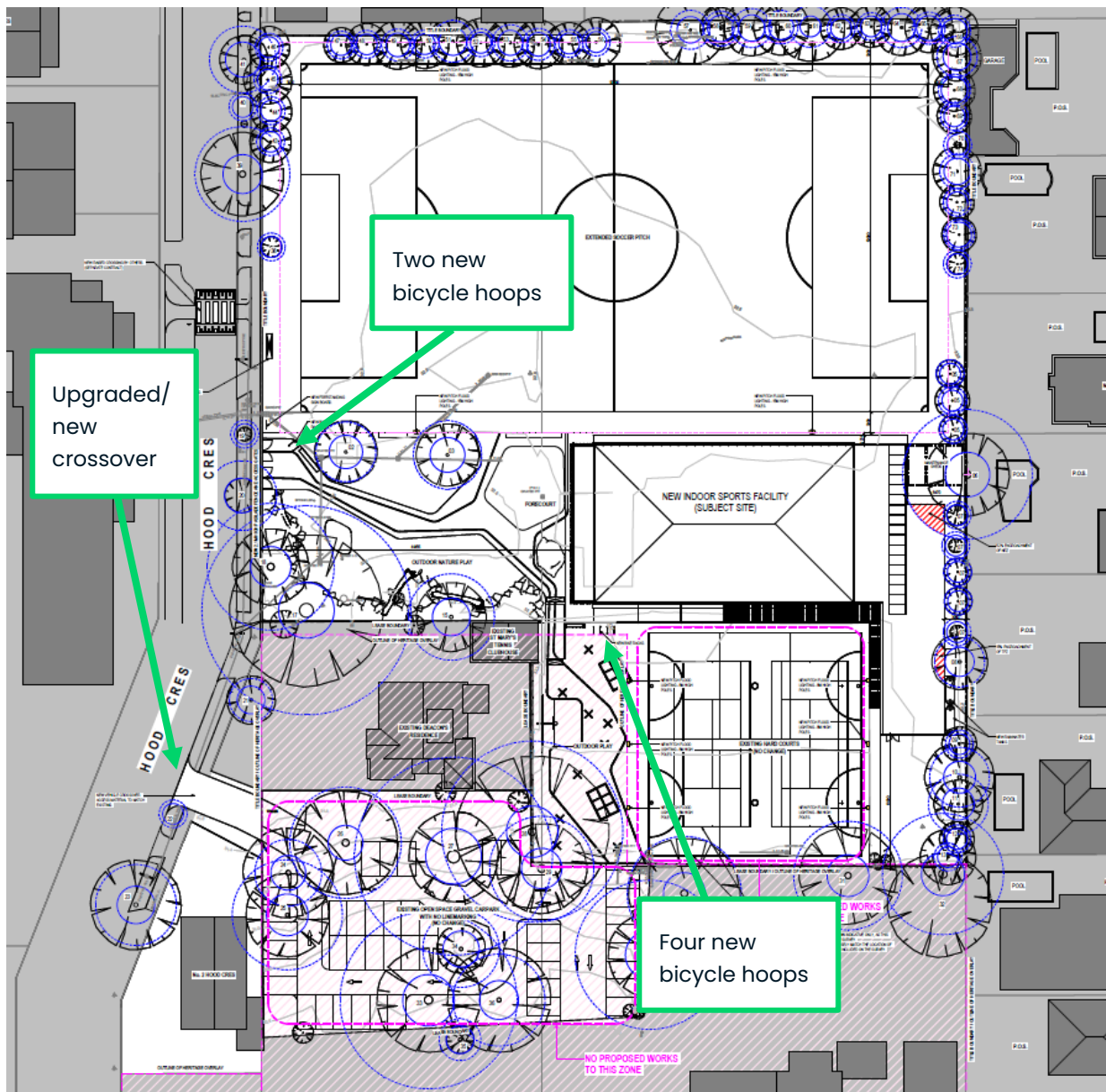
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3 The Proposal

The proposed upgrades to the existing sports facility at 281 Glen Eira Road, Caulfield North are shown **Figure 18** and **Figure 19**. The key upgrades include:

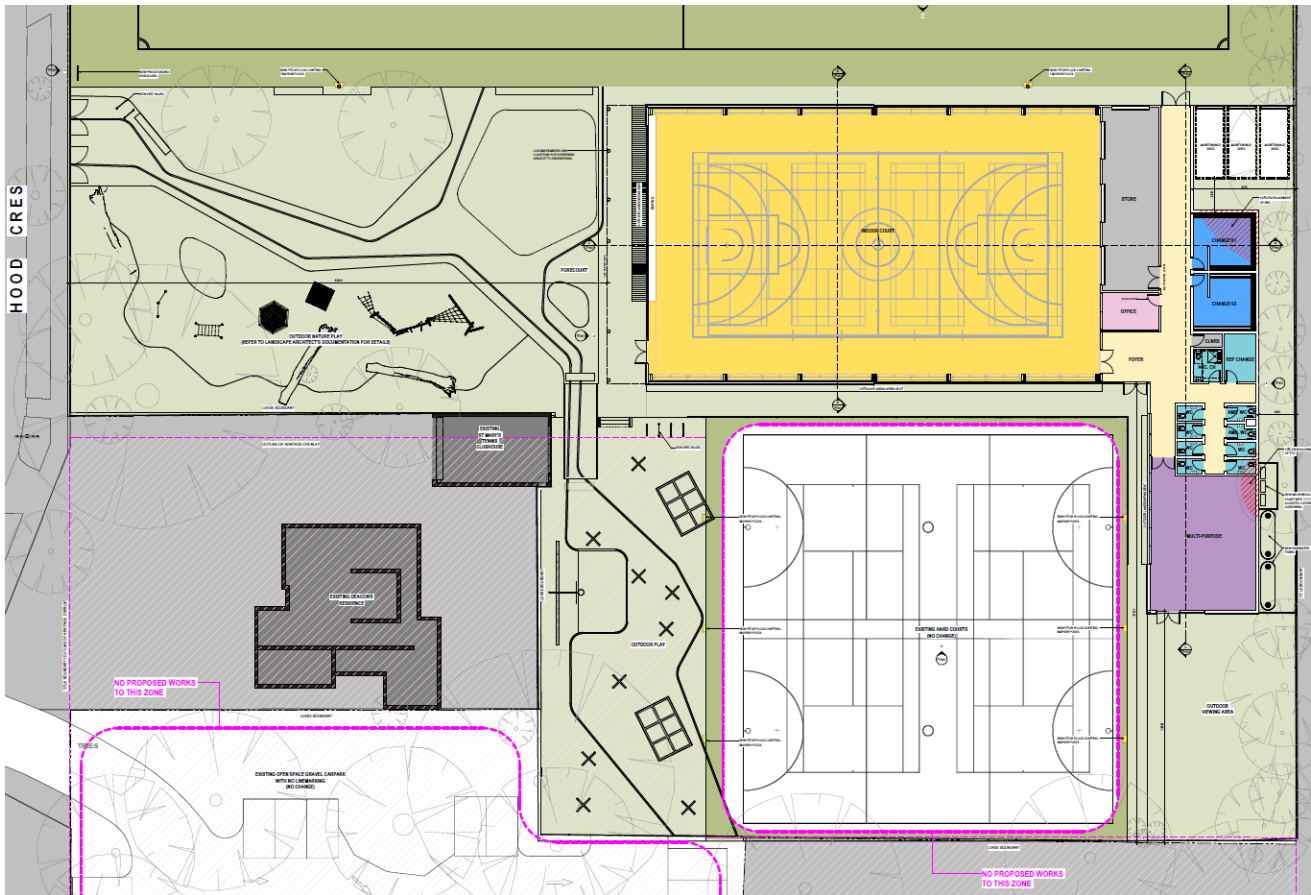
- a new outdoor play area;
- a new indoor court;
- a new indoor sports pavilion incorporating change rooms, bathrooms, a storeroom, an ancillary office and a multipurpose room;
- new lighting adjacent to the existing hard courts;
- extended soccer pitch
- an upgrade of the existing crossover at Hood Crescent to provide one-way vehicle egress from the open car park to Hood Crescent; and
- Six new bicycle hoops.

Figure 18 Proposed Site Plan



Source: Extracted from Architectural Plans (Revision A), prepared by CO.OP Studio, dated 20/03/2026. Modified by Urbis.

Figure 19 Proposed Ground Floor Plan



Source: Extracted from Architectural Plans (Revision A), prepared by CO.OP Studio, dated 20/03/2026

The upgraded sports facility will continue to be used by CGS students and staff on weekdays and Saturdays, consistent with existing arrangements. The facility will primarily be used by Shelford Campus students and staff during recess periods and for school sporting activities, with occasional use by students and staff from other CGS campuses.

Shelford Campus students and staff are expected to walk to and from the site, as the campus is located directly opposite.

CGS students and staff from other campuses are expected to travel to and from the site by school bus during school hours, with drop-off and pick-up occurring on Glen Eira Road at the existing school bus zone along the site frontage. A maximum of two buses is expected use the bus zone at any one time as per the existing arrangement.

The open car park area, including the proposed new egress onto Hood Crescent, will continue to operate as an informal car parking area for school use and occasional church use, consistent with existing conditions.

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4 Transport Impact Assessment

4.1 Car Parking Demand Assessment

Parking requirements are set out under Clause 52.06-5 of the Glen Eira Planning Scheme. The purpose of this Clause, amongst other things is:

- To ensure that car parking is provided in accordance with the Municipal Strategy and other 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, and
- 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

However, Clause 52.06 only applies to proposals that introduce a new use, an increase in the floor area or site area of an existing use, or an increase to an existing use. The proposed upgraded sporting facility does not increase the number of students or staff expected to use the facility. The car parking requirements of Clause 52.06 therefore do not apply to the proposed upgrade.

The existing car parking provision provided in the open car park area is considered appropriate for the nature and location of the land use.

4.2 Access and Car Parking Layout

The upgraded sporting facility does not propose any new car parking spaces or changes to the existing car park layout. However, it does include a new egress from the open car park to Hood Crescent. This egress has been designed in accordance with the objectives and design requirements of Clause 52.06-9 of the Glen Eira Planning Scheme.

An assessment against the relevant design standards of Clause 52.06-9 of the Glen Eira Planning Scheme is provided below.

4.2.1 Design Standard 1 – Accessways

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 3**.

Table 3 Design Standard 1 – Accessway

Design Standard Requirement	Design Assessment
Must be 3m wide	Satisfied Egress accessway has been designed with a minimum trafficable width more than 3.0 metres.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Not applicable
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	Not applicable The upgraded sporting facility does not feature public car parks.

Design Standard Requirement	Design Assessment
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Not applicable yet satisfied No overhead obstructions above the new egress to Hood Crescent.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Not applicable yet satisfied New egress is designed for one-way exit in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Not applicable New accessway is for egress only.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied A corner splay is provided at the new egress onto Hood Crescent.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Not applicable New accessway is egress only.
If entry to the car space is from a road, the width of the accessway may include the road.	Not applicable New accessway is egress only.

4.2.2 Design Standard 2 – Car Parking Spaces

Design Standard 3 of Clause 52.06–9 relates to the design of the car parking spaces. As the open car parking area will remain unchanged and informal, with no line marking proposed as part of the upgraded sporting facility, an assessment of the existing open car park is not required.

4.2.3 Design Standard 3 – Gradients

Design Standard 3 of Clause 52.06–9 relates to the design of the gradients. The requirements of Design Standard 3 are assessed against the proposal in **Table 4**.

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Table 4 Design Standard 3 - Gradients

Design Standard Requirement	Design Assessment
Accessway grades must not be steeper than 1:10 (10%) within 5 meters of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of 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.	Generally Satisfied Accessway grades are not steeper than 1:10 (10%) within 5 meters of the frontage at Hood Crescent.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	Not Applicable No ramps are provided
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to per cent vehicles scraping or bottoming.	Not Applicable No ramps are provided

4.3 Traffic Assessment

The additional car park egress onto Hood Crescent is not expected to result in any material impact on the surrounding road network. The upgraded sporting facility does not increase student or staff numbers, and traffic volumes generated by the existing car park are therefore expected to remain consistent with the existing approved use. The additional egress would function to redistribute exiting vehicles across the local street network rather than generate any increase in overall vehicle movements.

On school days between 8:00 AM to 9:00 AM and 3:00 PM to 4:00 PM, Hood Crescent operates as a one-way street, permitting northbound movements only. During these peak school pick-up and drop-off periods associated with the Shelford Campus, the site's car park traffic is anticipated to continue using Glen Eira Road as the primary site exit, consistent with existing conditions. This reflects driver behaviour in seeking the most efficient route to the surrounding arterial road network and minimises potential interaction with localised peak school traffic on Hood Crescent.

Overall, the proposed additional egress is considered appropriate for the site and is not expected to result in any adverse traffic or safety impacts.

4.4 Bicycle Parking Assessment

Bicycle parking requirements are set out under Clause 52.34-5 of the Glen Eira Planning Scheme. The number of bicycle parking spaces required for the specified uses is listed under Table 1 of Clause 52.34-5.

Requirements for the end of trip facilities (showers and changerooms) for developments providing employee bicycle parking spaces are set out within Table 2 and Table 3 of Clause 52.34-5 of the Glen Eira Planning Scheme.

As the proposed sports facility upgrades are not introducing a new use or increasing the floor area of an existing use, there is no statutory requirement to provide bicycle parking facilities and end of trip facilities on site.

However, six bicycle hoops and change rooms, including an accessible change room with a shower, will be provided to improve site amenity and is considered appropriate for the nature and location of the land use.

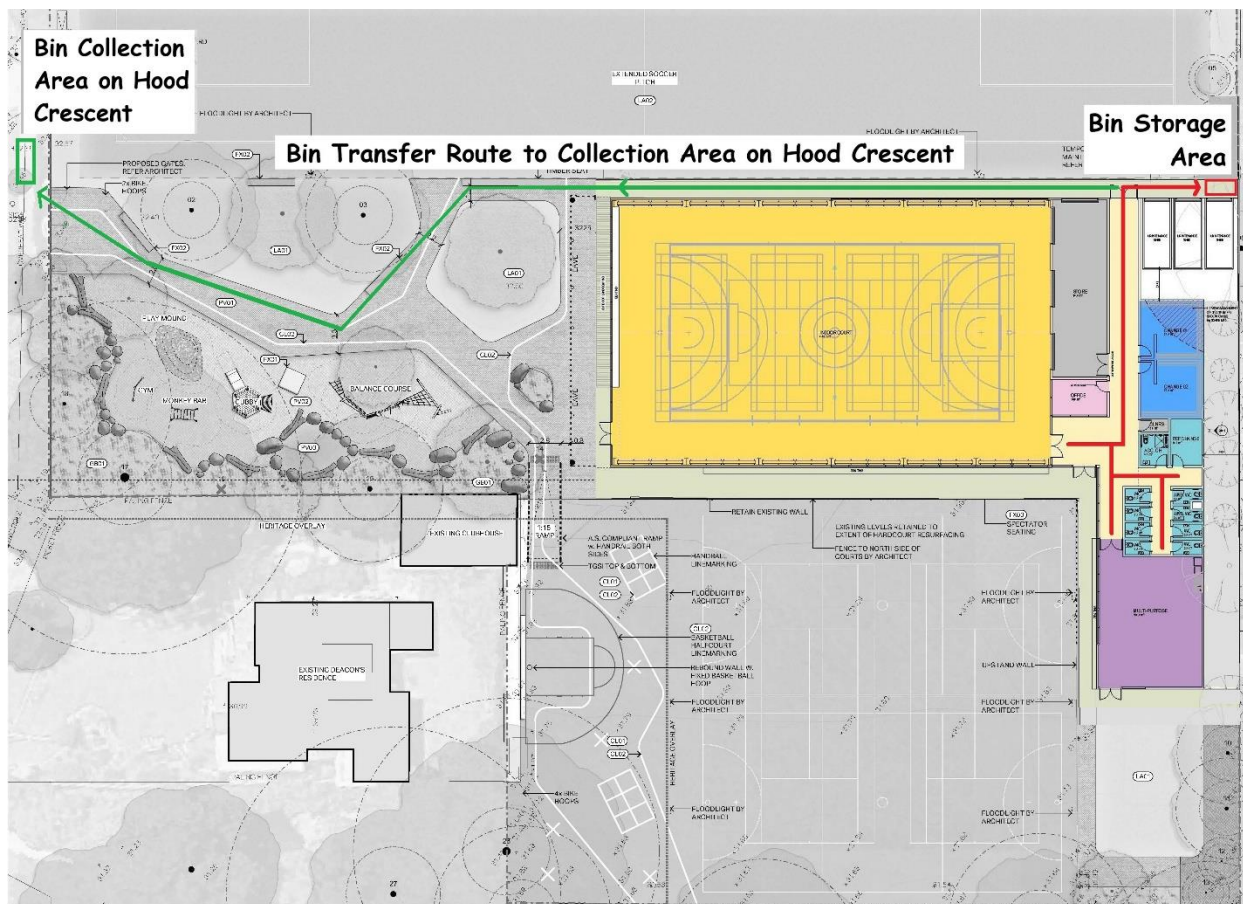
4.5 Waste Collection

The Shelford Campus Sports Facility Waste Management Plan v1.0 (dated 18/03/2026) identifies that waste bins will be stored outside the maintenance sheds in the north-east corner of the new indoor sports pavilion and transferred to the eastern side of Hood Crescent shortly before collection by CGS facilities staff and/or cleaning personnel, as shown in **Figure 20**. Following collection, bins will be returned to the storage area.

Waste collection vehicles managed by Glen Eira City Council currently service existing sites along Hood Crescent, including the CGS Shelford Campus. On this basis, access to and from the nominated waste collection location for the upgraded sports facility is considered appropriate for waste collection vehicles. Given that waste collection occurs from an existing road environment already serviced by Council waste collection vehicles, a swept path assessment has not been undertaken.

Waste collection is also expected to occur outside peak school arrival and departure periods, minimising potential impacts on adjacent school operations.

Figure 20 Waste Transfer Route



Source: Extracted from Shelford Campus Sports Facility Waste Management Plan v1.0, prepared by CGS, dated 18/03/2026

4.6 Loading / Deliveries

Urbis has been advised by CGS that the new indoor sports pavilion, as part of the upgraded sports facility, will require periodic deliveries of consumable supplies. These deliveries are expected to occur outside of peak school times and will be transported by trolley either from the main Shelford Campus or from delivery vehicles parked on Hood Crescent. On rare occasions, delivery vehicles may also park within the open car park area, with goods transferred by trolley via the hard play area.

As delivery vehicles are intended to utilise the existing road network for loading and unloading, with no vehicle access required within the site, this arrangement is considered appropriate from a transport perspective. On this basis, a swept path assessment has not been undertaken.

5 Conclusion

Urbis was engaged by Caulfield Grammar School (CGS) to prepare a Transport Impact Assessment (TIA) Report in support of the proposed sports facility upgrades at 281 Glen Eira Road, Caulfield North. The assessment has considered the proposal in the context of existing transport conditions, site access arrangements, traffic impacts, parking provision, waste collection, and servicing.

The proposal seeks approval for upgrades to the existing sports facilities, including the development of an indoor court with seating, a pavilion with associated facilities, upgraded playground and lighting improvements adjacent to the existing hard courts. The upgraded sporting facilities will continue to be used by existing Caulfield Grammar School students and staff.

Car Parking and Access

No additional car parking is proposed as part of the development. A new egress from the existing car park to Hood Crescent is proposed and has been designed in accordance with Clause 52.06-9 of the Glen Eira Planning Scheme. The additional egress is considered appropriate and does not adversely impact the surrounding road network.

Traffic Assessment

The proposed upgrades do not increase student or staff numbers, and traffic volumes associated with the existing car park are therefore expected to remain consistent with current conditions. The upgraded egress to Hood Crescent is not anticipated to generate additional vehicle movements, but rather to redistribute exiting traffic across the local street network.

During peak school arrival and departure periods, Hood Crescent operates as a one-way street permitting northbound movements only. During these times, it is anticipated that vehicles will continue to predominantly exit the site via Glen Eira Road, consistent with existing driver behaviour and in response to local traffic conditions. Overall, the proposal is not expected to result in any adverse traffic or safety impacts.

Bicycle Parking

There is no statutory requirement to provide bicycle parking under Clause 52.34 of the Glen Eira Planning Scheme. Notwithstanding this, six bicycle hoops and change rooms, including an accessible change room with a shower, are proposed to improve site amenity and are considered appropriate.

Waste Collection

Waste collection arrangements are detailed in the Shelford Campus Sports Facility Waste Management Plan v1.0 (dated 18/03/2026). Waste collection will occur from Hood Crescent, which is already serviced by Glen Eira City Council waste vehicles. Waste collection is expected to occur outside of peak school times, with existing collection and access considered appropriate.

Loading / Deliveries

Deliveries to the new indoor sports pavilion will be managed via trolley movements from the main campus or from vehicles parked on Hood Crescent or in the open car park, with no vehicle access required within the site. This arrangement is considered appropriate from a transport perspective and does not require a swept path assessment.

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Appendix A – Proposed Site Plan

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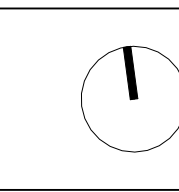
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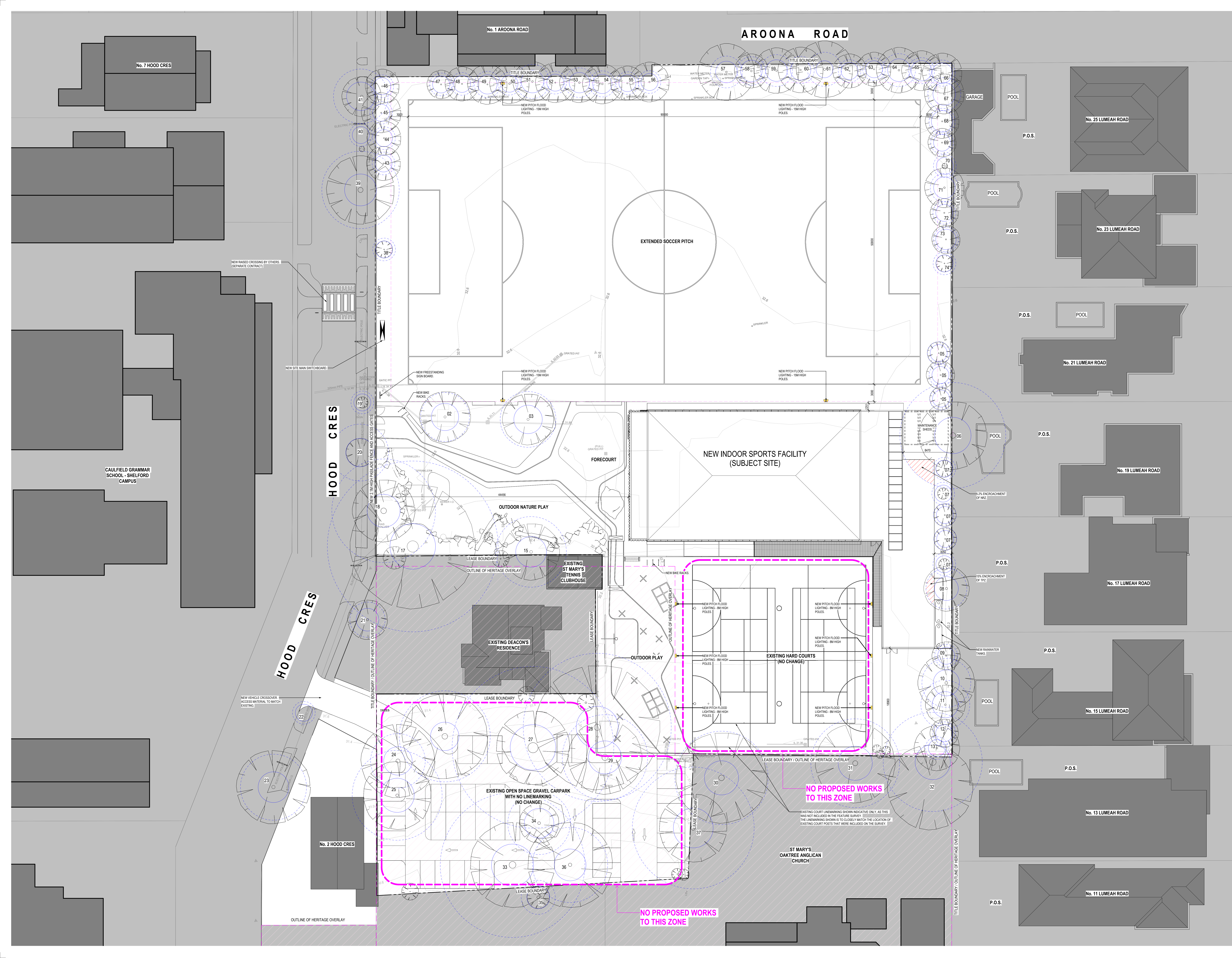
LEGEND

- EXTENT OF EXISTING WORKS NOT PART OF SCOPE. REFER TO DRAWINGS.
- EXISTING NEIGHBOURING DWELLINGS.
- HERITAGE OVERLAY ZONE.
- EXISTING TREE TO REMAIN. REFER TO ARBORIST REPORT FOR TREE DETAILS.
- NOTIONAL ROOT ZONE (NRZ).
- EXISTING TREE.
- STRUCTURAL ROOT ZONE (SRZ).
- TREE NO.
- PROPOSED TREE. REFER TO LANDSCAPE DOCUMENTATION FOR DETAILS.
- P.O.S. PRIVATE OPEN SPACE.

THIS DRAWING MUST BE PRINTED IN COLOUR.

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A TOWN PLANNING APPLICATION 25 03 2025
 REV DESCRIPTION DATE APP
 CLIENT CAULFIELD GRAMMAR SCHOOL

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 DRAWING
PROPOSED SITE PLAN
 SCALE 1:200 @ A0

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