

MD Cubed P/L

CATHOLIC LADIES' COLLEGE – ELTHAM

PROPOSED WILD CENTRE

Parking and Access Review  
May 2021

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P2000903 REP02

Prepared for  
Catholic Ladies College  
17/5/21

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## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>3</b>
<b>2</b>	<b>BACKGROUND INFORMATION</b>	
2.1	2001 and 2013 Permits .....	3
<b>3</b>	<b>EXISTING CONDITIONS .....</b>	<b>3</b>
3.1	Subject Site.....	3
3.2	Pedestrian and Vehicular Access.....	4
3.3	Bicycle and Car Parking .....	5
3.4	Waste Collection.....	6
<b>4</b>	<b>PROPOSED COLLEGE DEVELOPMENT - WILD CENTRE.....</b>	<b>7</b>
4.1	Parking and Access .....	8
4.2	Bicycle Parking .....	8
4.3	Waste Collection .....	8
<b>5</b>	<b>TRAFFIC AND PARKING CONSIDERATIONS.....</b>	<b>8</b>
5.1	Traffic Considerations.....	8
5.2	Nillumbik Planning Scheme Car Parking Requirements.....	8
5.3	Car Park Provision .....	8
5.4	Accessible Parking .....	9
5.5	Bicycle Parking.....	9
<b>6</b>	<b>DESIGN CONSIDERATIONS .....</b>	<b>9</b>
6.1	Car Park Layout.....	9
6.2	Car Park Configuration.....	9
6.3	Clause 52.06-09 Design Standards Assessment .....	10
<b>7</b>	<b>SUMMARY AND CONCLUSIONS.....</b>	<b>14</b>

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## APPENDICES

<b>APPENDIX A .....</b>	<b>15</b>
2013 Endorsed Plan 415/2013/06P	
<b>APPENDIX B .....</b>	<b>17</b>
Law Architects Site Context Plan – Plan A100-P6	
<b>APPENDIX C .....</b>	<b>19</b>
Law Architects Proposed NE Staff Car Park Layout. Proposed External Works-Plan A620	
<b>APPENDIX D .....</b>	<b>21</b>
Modified NE Staff Car Park. Swept Path Analysis - 8.17m Fire Truck	

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### 1. INTRODUCTION

MD Cubed P/L has been retained by Law Architects on behalf of Catholic Ladies' College to provide advice in relation to parking and traffic matters associated with the proposed development of the WILD Centre Building at Catholic Ladies' College Eltham.

The following report provides a review of the proposed building works and resulting modifications to the adjacent staff car park. There are no proposed increases to permitted student or teacher populations as a result of this development.

### 2. BACKGROUND INFORMATION

#### 2.1 2001 and 2013 Permits

Information was sourced from Nillumbik Council in relation to the Catholic Ladies' College site. A summary of the available information/conditions relating to student and teacher populations as well as car parking listed in the 2001 Permit and TP Application 310/2001/06P is listed below.

**Table 1: 2001 Permit**

	Population/Number
Secondary School	
Teachers (max at any one time)	90
Students (max at any one time)	850
On-Site Car Parking	99 spaces

Subsequently Planning Permit 415/2013/06P was approved in 2013. This application related to building works and car park modifications. It is understood no changes were proposed to staff and student numbers. A copy of the endorsed Williams Ross Architects car park plan associated with this permit is included in Appendix A.

The plan notes 45 spaces within the north eastern staff car park, 25 spaces adjacent to reception and 7 additional car parking spaces within the main southern car park. The southern car park includes a dual use parking zone and as such the capacity varies throughout the day. One hundred and ten parking spaces are line marked within the southern car park. However, during the morning drop off and afternoon pick up times a section of the southern car park is utilised as a pick up/drop off lane. At these times the southern car park capacity is 98 spaces consisting of 93 ninety-degree bays and approximately 5 parallel spaces within the pickup/drop off lane. Resulting in a combined supply of 168 spaces within these three parking areas.

**Table 2: 2013 Permit**

Car Park	Number	
	During Pick Up/Drop Off Times	Other Times
North eastern staff car park	45	45
Car park adjacent to reception	25	25
Main southern car park	98 (93 + 5)	110
Total	168 spaces	180 spaces

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### 3. EXISTING CONDITIONS

#### 3.1 Subject Site

Catholic Ladies' College is located at 19 Diamond St Eltham. The College site, including the proposed WILD Centre building location and adjacent existing staff car park is shown in Figure 1.

Land use immediately surrounding the site is generally residential in nature.



Figure 1: Catholic Ladies College Site

The existing student and teacher populations are well within the 2001 permit limits of 850 and 90 respectively. Staff employed by the College also includes non-teaching staff. At present the non-teaching staff component is equivalent to 27 FTE staff. For the purpose of this review the parking associated with a conservative teaching and non-teaching staff figure of 120 employees will be applied.

#### 3.2 Pedestrian and Vehicular Access

Pedestrian access to the College is provided via four connection points to Diamond St. Vehicular access to the College is also provided along Diamond St via one driveway crossover.

Diamond St is local street connecting to Main Rd to the east and Silver St the west. Refer Figure 2. In the vicinity of the College's frontage to Diamond St, 'No Standing Anytime' parking restrictions apply to both sides of Diamond St.

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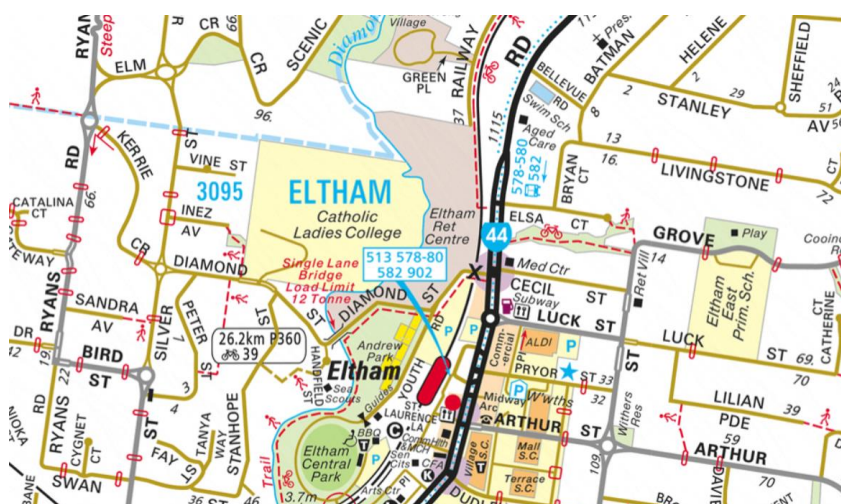


Figure 2: Road Network

### 3.3 Bicycle and Car Parking

At present cycling as mode of transport is not used by students or staff and there are no formal bicycle parking spaces on site.

A number of additional car parking spaces have been provided across the College site in addition to the spaces shown on the 2013 Permit endorsed plan or listed in the 2001 Permit.

At present, during the morning and afternoon pickup/drop off during periods, 194 car parking spaces, including 1 accessible bay and 5 parallel pickup/drop off spaces are available to service the College. At other times of the day 206 spaces are available to service the College. A summary of the existing car parking spaces is listed in Table 3 and shown in Figure 3.

Table 3: On Site Car Parking

Car Park	Description/ Location	Capacity	
		During Pick Up/Drop Off	Other Times
North Western	multiple	13 inc. 1 accessible bay	13 inc. 1 accessible bay
North Eastern	Staff	44	44
Eastern	East	14	14
Southern	SW	41	41
	SE	58 (inc. 5 parallel pickup/drop off spaces)	70
	Reception	24	24
<b>Total</b>		<b>194</b>	<b>206</b>

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Figure 3: On Site Parking

### 3.4 Waste Collection

At present waste storage is located along the west side of the property as shown in Figure 3.

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## 4 PROPOSED COLLEGE DEVELOPMENT - WILD CENTRE

### 4.1 General

The proposed development includes construction of the Wild Centre Building located at the northern end of the main Catholic Ladies College's central building and modifications to the adjacent existing car park. Site context and proposed car park plans prepared by Law Architects are included in Appendices B and C. An extract of the site context plan is shown below in Figure 4.

The proposed development includes a purpose-built multi-level building to cater for the College's Year 9 students and to provide STEM specialist learning. As noted above, no increases to the permitted student population of 850 or teaching staff numbers of 90 are proposed as part of this development nor are there any changes are proposed to the current non-teaching staff numbers.

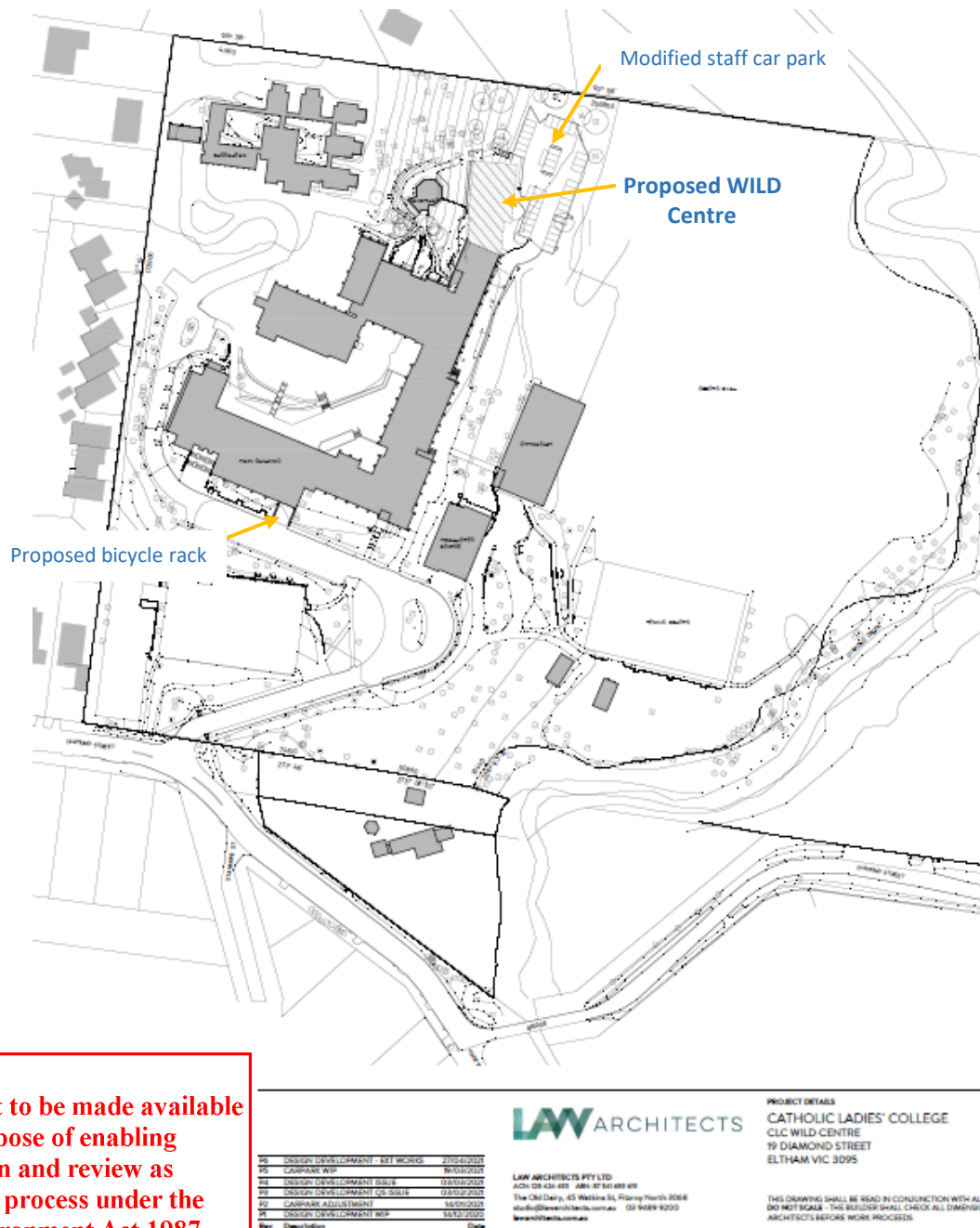


Figure 4: Law Architects – Site Context Plan (part)



#### 4.2 Car Parking and Access

Existing pedestrian and vehicular access to the College will be retained in their current positions. Bus services, deliveries and waste collection at the College will also continue as per the current operations.

The proposed WILD Centre building footprint will occupy a portion of the existing north eastern staff car park. Plans prepared by Law Architects indicate the existing car park will be reconfigured to provide 39 parking spaces including one accessible bay. A minor reduction from the current 44 spaces. The reconfigured car park includes 90 degree and parallel parking bays. Refer Appendix C, Law Architects Proposed External Works-North Eastern Staff Car Park -Plan A620 P2.

Following construction of the proposed WILD Centre the onsite car parking supply will be 189 spaces including 2 accessible bays, during the morning and afternoon pickup/drop off during periods and 201 including 2 accessible bays at other times of the day.

#### 4.3 Bicycle Parking

It is proposed to provide 1 bicycle rack containing a total of 6 bicycle spaces along the southern building face as shown on Figure 4.

#### 4.4 Waste Collection

No changes are proposed to the current waste collection operations or location.

### 5 TRAFFIC AND PARKING CONSIDERATIONS

#### 5.1 Traffic Considerations

The proposed development is an enhancement of facilities for students at the College. No additional staff or increase in the student cap of 850 are proposed. As such, following completion of construction works, no additional traffic will be generated by the proposed development works.

#### 5.2 Nillumbik Planning Scheme Car Parking Requirements

Clause 52.06 of the Nillumbik Planning Scheme provides guidance to the statutory parking requirements for various land uses throughout the municipality. Clause 52.06 applies to, amongst other things,

- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The measure specified in Column C of Table 1 of Clause 52.06-5 lists car parking for secondary schools at a rate of '1.2 spaces to each employee that is part of the maximum number of employees on the site at any time'.

It is noted, Clause 52.06-5 of the Planning Scheme states that, where an existing use is increased by the measure in Column C of Table 1, (in this case the number of employees) the car parking requirement only applies to the increase.

As mentioned previously there is no proposed increase to student or staff numbers as a result of this application. As such no additional parking is required.

#### 5.3 Car Park Provision

The proposed development will result in an overall on site marked car park supply of 201 spaces including 2 accessible bays. While during pick up and drop off times the parking supply will be 189 spaces including 2 accessible bays.

The onsite park supply has incrementally increased since the 2013 Permit which more than caters for the minor loss of parking spaces associated with this proposal. In addition, the overall on-site parking supply is well in excess of the required 99 spaces set as part of the 2001 Permit or the parking supply associated with the 2013 permit of 180 spaces (or 168 sps).

For the purpose of discussion, if we apply the current planning scheme parking rate retrospectively and conservatively adopt an onsite staff number of 120 (maximum permitted teaching staff of 90 plus non-teaching staff of 30 FTE) the resultant statutory parking requirement would be 144 spaces. Once again, the onsite parking supply is well in excess of this figure.

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#### 5.4 Accessible Parking

The Building Code of Australia lists the provision of car parking spaces for people with disabilities.

The rate for a school is “1 space for every 100 car parking spaces or part thereof”. Application of this rate to the 201 spaces, results in a requirement to provide 2.01 accessible parking bays.

The proposed reconfiguration of the north eastern staff carpark includes one accessible bay, increasing the onsite supply to 2 accessible parking spaces.

#### 5.5 Bicycle Parking

Clause 52.34 of the Nillumbik Planning Scheme notes,

- Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.
- Table 1 lists bicycle parking rates for secondary schools as, “1 to each 20 employees plus 1 to each 5 pupils”.

No increases in staff numbers or students are proposed as part of this application. As such no additional bicycle parking is considered to be required. Nevertheless, the proposed development works includes the provision 6 bicycle parking spaces on site.

### 6 DESIGN CONSIDERATIONS

#### 6.1 Car Park Layout

As can be seen on the attached Law Architects’ plan in Appendix C the existing north eastern car park will be reline marked to include parallel and 90-degree bays.

The existing north eastern staff car park also provides a turning area for emergency vehicles. As such a swept path analysis for an 8.17m fire truck manoeuvring through the modified car park layout has been undertaken. Refer Appendix D.

The proposed reconfiguration of the car park is considered to be an appropriate layout and provides a suitable circulation arrangement.

#### 6.2 Car Park Configuration

Clause 52.06-9 of the Nillumbik Planning Scheme sets out the dimensional requirements of car parking facilities within the municipality. The dimensions listed in the PS table vary from those shown in the Australian Standard with additional space allocated to the aisle width. Multiple options are available with respect to parking bay widths, lengths and aisle widths. The following table includes dimensions for one PS 90-degree parking module and one option for the AS dimensions for parallel parking.

**Table 4: Extract Clause 52.06-9 and AS Parking Dimensions**

Parking Dimensions				
Angle		Accessway Width	Car Space Width	Car Space Length
90 Degree	PS	6.4m	2.6m	4.9m
Parallel	AS	3.0m minimum	2.1m	5.4m unobstructed

The Australian Standard for Off-Street Parking, AS/NZS 2890.6, specifies car park dimensions for accessible bays to be at least 2.4 metres wide and 5.4 metres long with an adjacent shared space of the same dimensions. Disabled car parking spaces may encroach into an accessway width specified above by 500mm.

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Law Architects' north eastern car park plan includes 90-degree car parking bays with dimensions of 2.6m wide, 4.9m in length and a minimum adjacent aisle width of 6.4m. The parallel bay has dimensions of 2.1m wide and 6.7m long with an adjacent aisle width of 6.4m. While the accessible bay and adjoining shared zone have dimensions of 2.4m wide and 5.4m long. Refer Appendix C.

The proposed car parking dimensions are in keeping with dimensions listed in Clause 52.06 of the Nillumbik Planning Scheme or Australian Standard.

Detail assessment of Clause 59.06-09 design standards are listed in the following section.

### 6.3 Clause 52.06-09 Design Standards Assessment

Detailed assessments of Clause 52.06-09 Design Standards for the reconfigured north eastern staff car park have been undertaken. The relevant components of the Design Standards; 1 - Accessways, 2 - Car Parking Spaces and 3 -Gradients are listed in the following Tables. Reference plan prepared by Law Architects is included in Appendix C.

**Table 5: Car Park Design Assessment - Clause 52.06-09 Design Standard 1- Accessways**

Design Standard 1 - Accessways	
Requirement	Comments
Accessways must:	
Be at least 3 metres wide	Complies/Not applicable Existing carpark accessed via existing internal College driveways.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Complies
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. There are no dead-end aisles. All vehicles are able to exit in a forward motion.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Not applicable.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	Not applicable/Complies Diamond St is not a Road Zone, nevertheless all vehicles are able to exit in a forward motion.
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 Road Zone	Not applicable – no new vehicular access points.
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.	Not applicable – However the existing vehicular access point complies.

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Design Standard 1 – Accessways continued	
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway	Not applicable
If entry to the car space is from a road, the width of the accessway may include the road	Not applicable

Table 6: Car Park Design Assessment - Clause 52.06-09 Design Standard 2 – Car Parking Spaces

Design Standard 2 - Car Parking Spaces																																		
Requirement	Comments																																	
<p>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.</p> <table><tr><th colspan="4">Table 2: Minimum dimensions of car parking spaces and accessways</th></tr><tr><th>Angle of car parking spaces to access way</th><th>Accessway width</th><th>Car space width</th><th>Car space length</th></tr><tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr><tr><td>45°</td><td>3.5 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td rowspan="4">90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></table> <p>Planning Scheme notes the dimensions listed in Table 2 provide more space to the aisle width and less to the marked space and as such are preferred to dimensions listed in Australian Standard AS2890.1-2004.</p> <p>Parallel bay dimensions listed in the AS vary depending on the adjacent aisle widths. Based on a minimum adjacent aisle width of 3.6m, the bay dimensions are as follows; unobstructed end bays 2.1 wide x 5.4m long, standard bays 2.1m wide x 5.9m long and obstructed end bays are listed as 2.1m wide and 6.2m long.</p>	Table 2: Minimum dimensions of car parking spaces and accessways				Angle of car parking spaces to access way	Accessway width	Car space width	Car space length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m	5.8 m	2.8 m	4.9 m	5.2 m	3.0 m	4.9 m	4.8 m	3.2 m	4.9 m	<p>Complies.</p> <p>The proposed reline marked staff car park includes one parallel bay and 90 degree bays.</p> <p>The standard 90-degree bays have dimensions of 2.6 wide x 4.9m long with an adjacent aisle width of 6.4m.</p> <p>Although there is a preference to utilise PS dimensions the parallel parking bay is shown as 2.1 x 6.7m bay which is in line with the AS standard.</p> <p>All bays comply with the PS or AS bay dimensions.</p>
Table 2: Minimum dimensions of car parking spaces and accessways																																		
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length																															
Parallel	3.6 m	2.3 m	6.7 m																															
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	5.8 m	2.8 m	4.9 m																															
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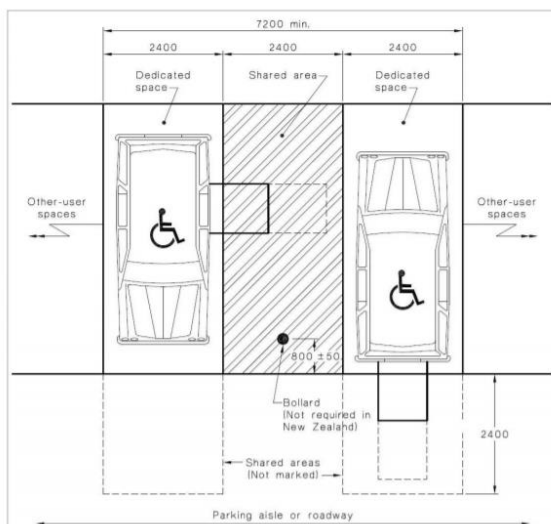
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**Design Standard 2 - Car Parking Spaces continued**

The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).



Complies

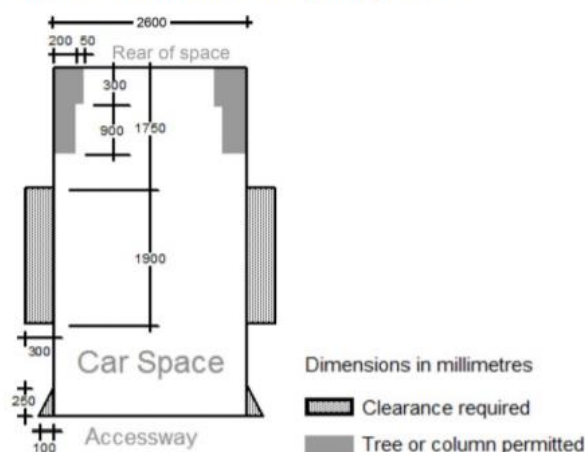
The proposed accessible bays will be located adjacent to the new building within the existing car park. Parking bay and shared area have minimum dimensions of 2.4m wide, 5.4m long. The adjacent aisle width is greater than 6.4m wide

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A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:

- A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.
- A structure, which may project into the space if it is at least 2.1 metres above the space.

**Diagram 1 Clearance to car parking spaces**



Complies

No encroachment on the proposed reline marked bays.

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Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.

Complies

Proposed accessible parking bay is 2.4m wide, 5.4m long with an adjacent aisle width greater than 6.4m. ie no encroachment

Table 7: Car Park Design Assessment - Clause 52.06-09 Design Standard 3 – Gradients

Design Standard 3 - Gradients																		
Requirement		Comments																
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles.		Complies/Not applicable – existing car park located approximately 260m within the site.																
<p>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.</p> <table><tr><th colspan="3">Table 3: Ramp gradients</th></tr><tr><th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr><tr><td rowspan="2">Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr><tr><td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr><tr><td rowspan="2">Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr><tr><td>longer than 20 metres</td><td>1:5 (20%)</td></tr></table>		Table 3: Ramp gradients			Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)	Complies/Not applicable – existing car park, no ramps within 5 m of frontage
Table 3: Ramp gradients																		
Type of car park	Length of ramp	Maximum grade																
Public car parks	20 metres or less	1:5 (20%)																
	longer than 20 metres	1:6 (16.7%)																
Private or residential car parks	20 metres or less	1:4 (25%)																
	longer than 20 metres	1:5 (20%)																
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 prevent vehicles scraping or bottoming.		Not applicable – existing car park																
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.		Not applicable – existing car park																

Having regard to the above assessment, we find the proposed modifications to the existing car park layout to be more than satisfactory.

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## 8.0 SUMMARY AND CONCLUSIONS

In summary the parking and traffic implications of the proposed development at Catholic Ladies' College are as follows;

- The 2001 approved College Permit lists College populations of 850 students supported by 90 teaching staff with a car parking requirement of 99 spaces.
- The 2013 permit included building works and car park modifications. Endorsed car park plan indicates 180 car parking spaces. During pick up/drop off times a run of 90-degree bays is used for parallel parking resulting in the equivalent of 168 spaces in operation during these times.
- The existing onsite car parking supply is 206 including 1 accessible bay. 194 spaces including 1 accessible bay are available during pick up/drop off times.
- The proposed WILD Centre development includes the construction of a purpose-built multi-level building and reline marking of the adjacent car park.
- No increases to the permitted student population of 850 or teaching staff numbers of 90 are proposed as part of this development. No changes are proposed to the current non-teaching staff numbers. As such no additional bicycle or car parking spaces are required as part of this development.
- No changes are proposed to the existing pedestrian and vehicular access arrangements, waste collection or bus operations.
- Although there is no requirement to provide bicycle parking, a six-space rack is proposed to be installed on site.
- Following completion of the proposed development the overall onsite car park supply will be 201 spaces including 2 accessible bays. A minor decrease of 5 spaces from the current supply.
- During pick up and drop off times 189 spaces remain in operation for that purpose.
- The resultant onsite parking supply is still well in excess of the required 99 spaces listed in the 2001 Permit or the parking supply associated with the 2013 permit of 180 spaces or 168 sps during pick up/drop off times.
- The onsite parking supply of 201 spaces generates a requirement for 2.01 accessible bays. The proposed provision is 2 bays.
- Following completion of construction works, it is anticipated that no additional traffic will be generated by the proposed development.
- The proposed car parking dimensions of the reconfigured north eastern car park including the accessible parking bay satisfy the requirements of Australian Standard for accessible parking and Clause 52.06 of the Nillumbik Planning Scheme.
- There appear to be no traffic engineering reasons which should preclude a permit from being issued for this development.

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## Appendix A

2013 Endorsed Plan 415/2013/06P

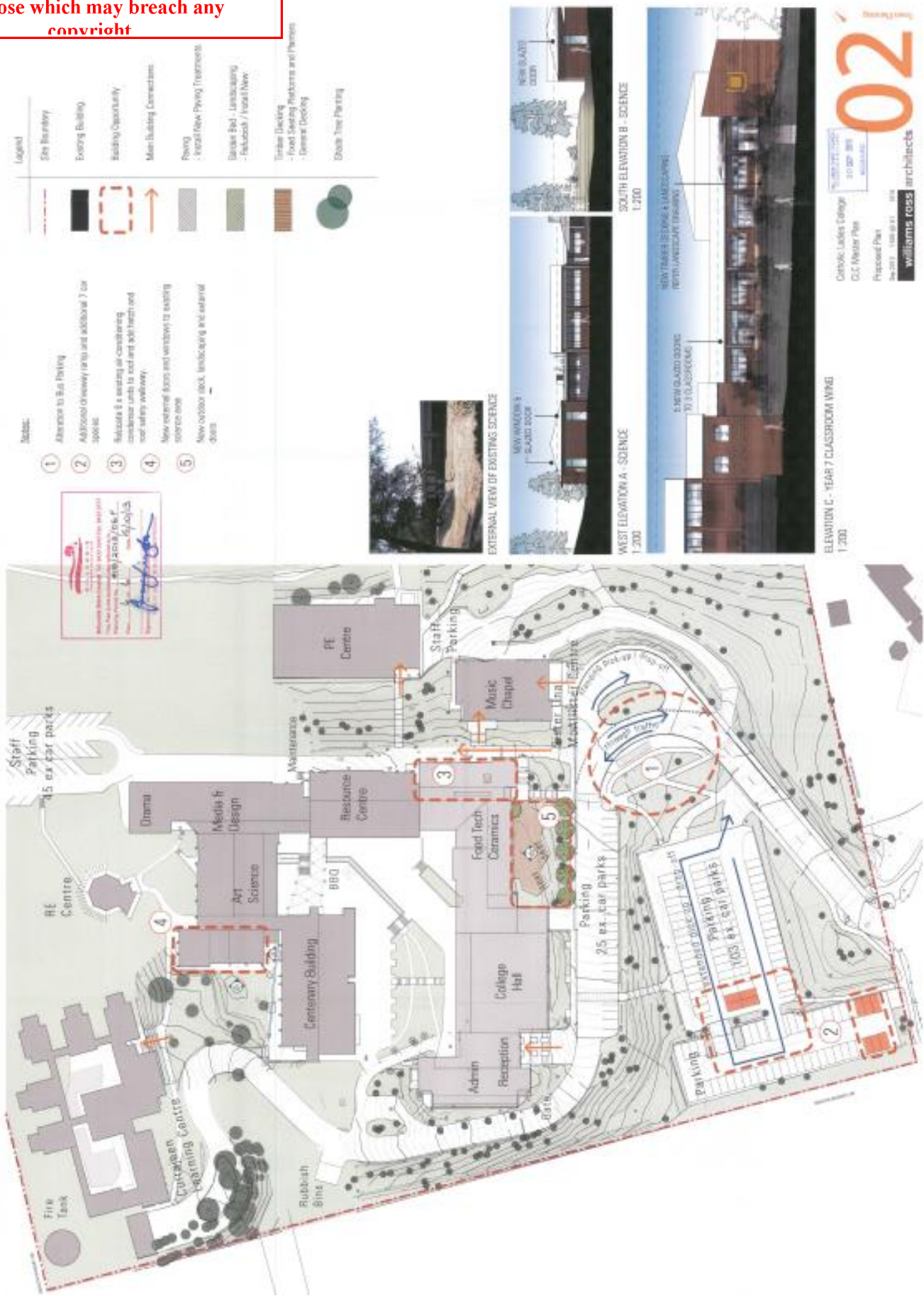
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### Appendix B

#### Law Architects Site Context Plan – Plan A100-P6

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<b>ARCHITECTS</b> <b>LAW ARCHITECTS</b> LAW ARCHITECTS PTY LTD ACN 62 624 474 ABN 42 624 474 The CityLink, 45 Maresfield, Eltham North 3075 VIC 3075 <a href="http://www.lawarchitects.com.au">www.lawarchitects.com.au</a>		<b>PROJECT DETAILS</b> CATHOLIC LADIES' COLLEGE CLC WILD CENTRE 19 DIAMOND STREET ELTHAM VIC 3075		<b>DRAWING TITLE</b> SITE CONTEXT PLAN		<b>STATUS</b> PRELIMINARY NOT FOR CONSTRUCTION	
10.000 (m) Scale 1:1000 (m) Date 03/12/2020 Drawn DS Project # 2020-08 Drawing # A100 Revision P6		THE DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OF THE DRAWINGS AND SPECIFICATIONS ISSUED TO THE BUILDING CONTRACT. ALL DRAWINGS AND SPECIFICATIONS SHALL BE REFERENCED TO THE ARCHITECTS BEFORE WORK PROCEEDS.		10.000 (m) Scale 1:1000 (m) Date 03/12/2020 Drawn DS Project # 2020-08 Drawing # A100 Revision P6		THE DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OF THE DRAWINGS AND SPECIFICATIONS ISSUED TO THE BUILDING CONTRACT. ALL DRAWINGS AND SPECIFICATIONS SHALL BE REFERENCED TO THE ARCHITECTS BEFORE WORK PROCEEDS.	

## Appendix C

### Law Architects Proposed External Works North Eastern Staff Car Park -Plan A620 P2

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## Appendix D

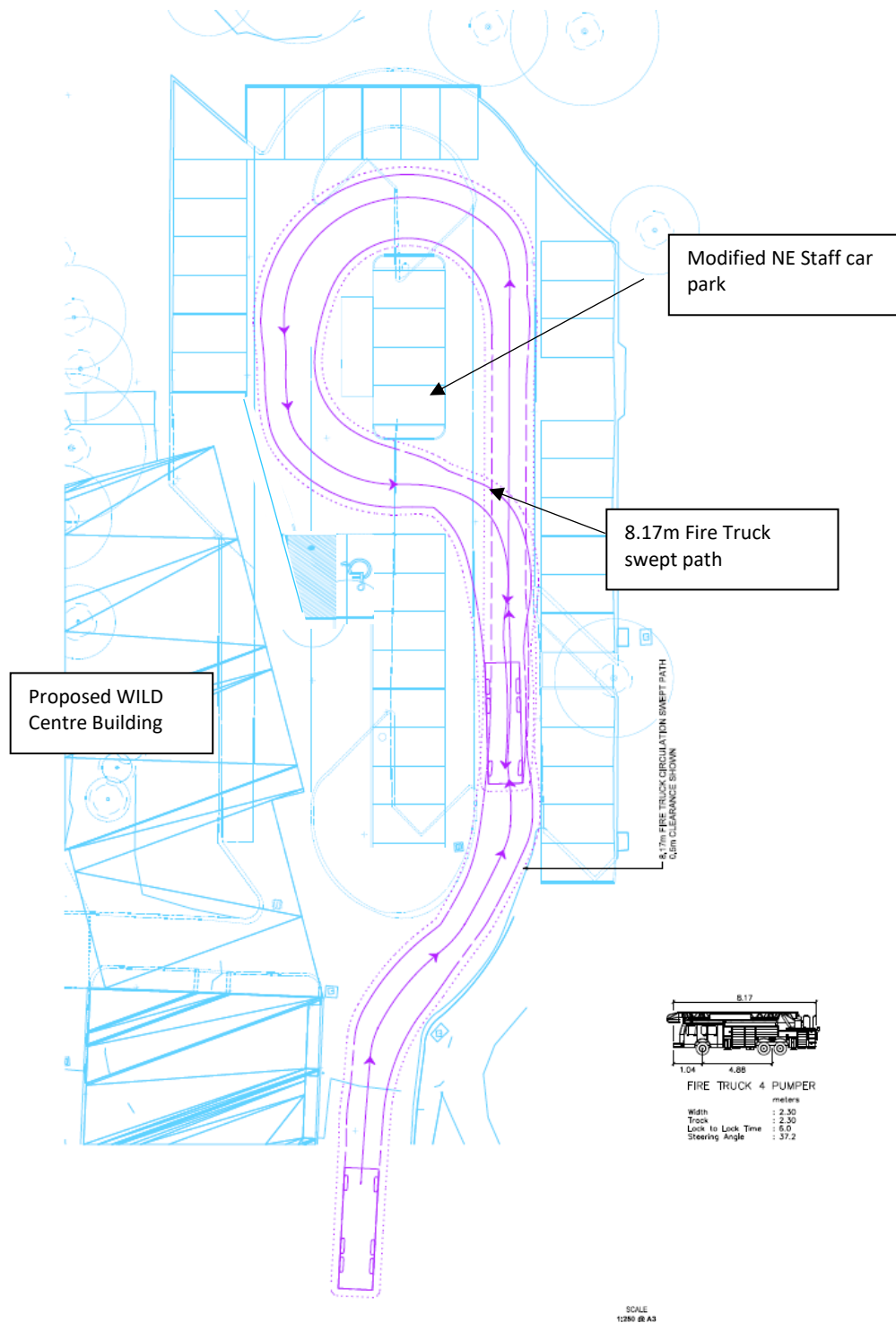
### Modified NE Staff Car Park Swept Path Analysis 8.17m Fire Truck

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