

Traffix Group

Traffic Engineering Assessment

Proposed Senior Centre Building
St Bernard's College, Essendon

Prepared for
St Bernard's College

April 2021

G21008R-02A

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1. Introduction

Traffix Group has been engaged by St Bernard's College to undertake a traffic engineering assessment of the proposed new senior centre building on the site.

This report addresses the car parking, traffic and access considerations associated with the proposal.

2. Proposal

The proposal is for the construction of a new senior centre building with an associated courtyard in the north-east corner of the subject site. The new building and courtyard will be constructed in the place of an existing 17 space car park which was is currently also used as a drop-off/pick-up area.

The proposal includes the provision of a new drop-off/pick-up area adjacent to the new building, however no new formal car parking spaces are to be provided.

No changes to the site's Rosehill Road access, from which the new drop-off/pick-up area is accessed, are proposed.

A minor change to the size of the existing bin enclosure is proposed, which is located adjacent to the proposed new building, however no change to the existing waste collection arrangements are proposed.

A new bike storage area accommodating 48 bicycle spaces is proposed adjacent to the new building.

No changes to the number of staff or students on-site are proposed as a result of the new building.

A copy of the proposed development plans are attached Appendix A.

3. Existing Conditions

3.1. School Operations

The school currently has approximately 1,580 students with approximately 129 teachers and 65 support staff working on site at any one time.

3.2. Subject Site

The subject site is located in Essendon West and is bounded by Rosehill Road to the north, Beryl Street and Hampton Road to the east, Buckley Street to the south and Steele Creek to the west, as shown in the locality map at Figure 1 below.

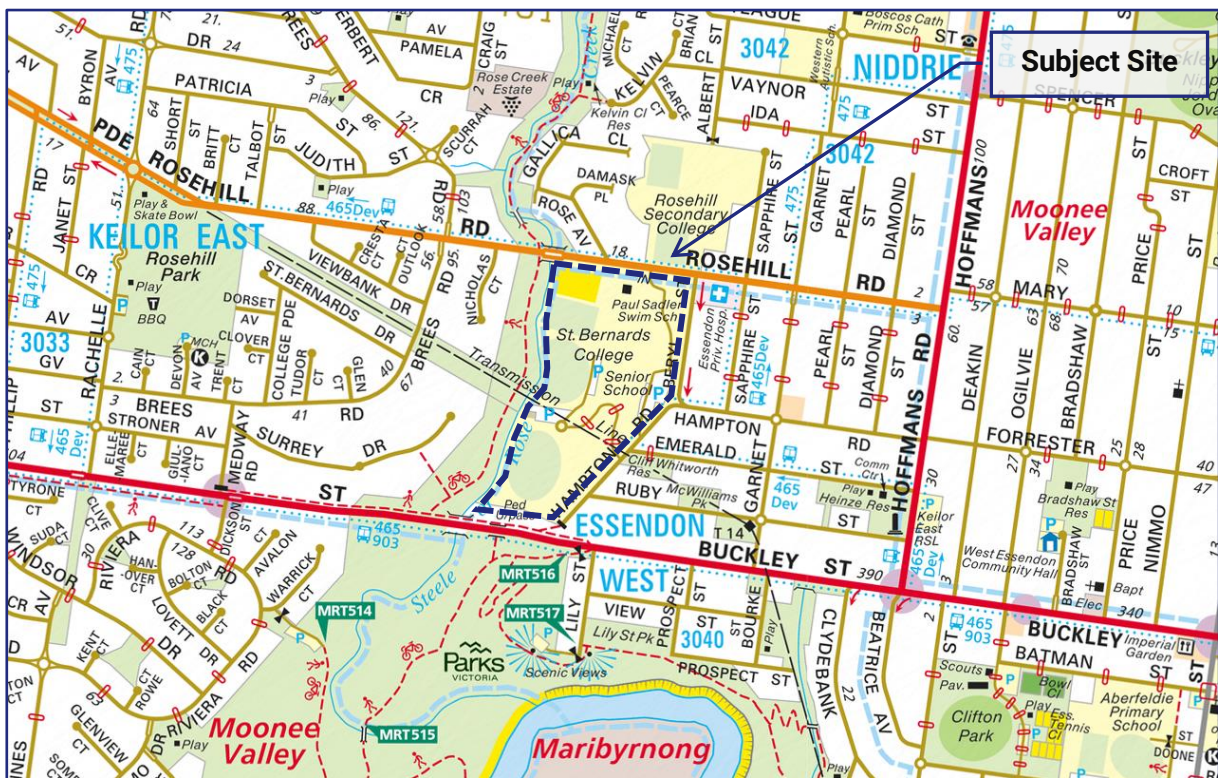


Figure 1: Locality Map

The site is occupied by St Bernard's College and has a total area of approximately 14ha with frontages to Rosehill Road, Beryl Street and Hampton Road of approximately 275m, 250m and 315m respectively. Access to the surrounding road network is taken at four points as follows:

- a left-IN, right-IN, left-OUT access to Rosehill Road,
- an exit only crossover to Hampton Road,
- an entry only crossover to Hampton Road, and
- a full directional crossover to Hampton Road.

There are currently 355 formal car parking spaces provided on the site, as follows:

- 43 spaces provided in car parking areas accessed from Rosehill Road in the northern part of the site,
- 134 spaces provided in parking areas accessed from Hampton Road adjacent to the school buildings in the eastern part of the site, and
- 178 spaces provided in parking areas adjacent to the sporting fields in the southern part of the site and on the western side of the school buildings.

We note that 22 spaces within the parking areas accessed from Rosehill Road are provided for use in conjunction with the swimming pool on the site.

An aerial view of the subject site is presented in Figure 2.



Figure 2: Aerial View of Subject Site

3.3. Land Use

The subject site is located within a General Residential Zone – Schedule 1 (R1Z) under the Moonee Valley Planning Scheme, as shown in the land use zoning map at Figure 3 below.

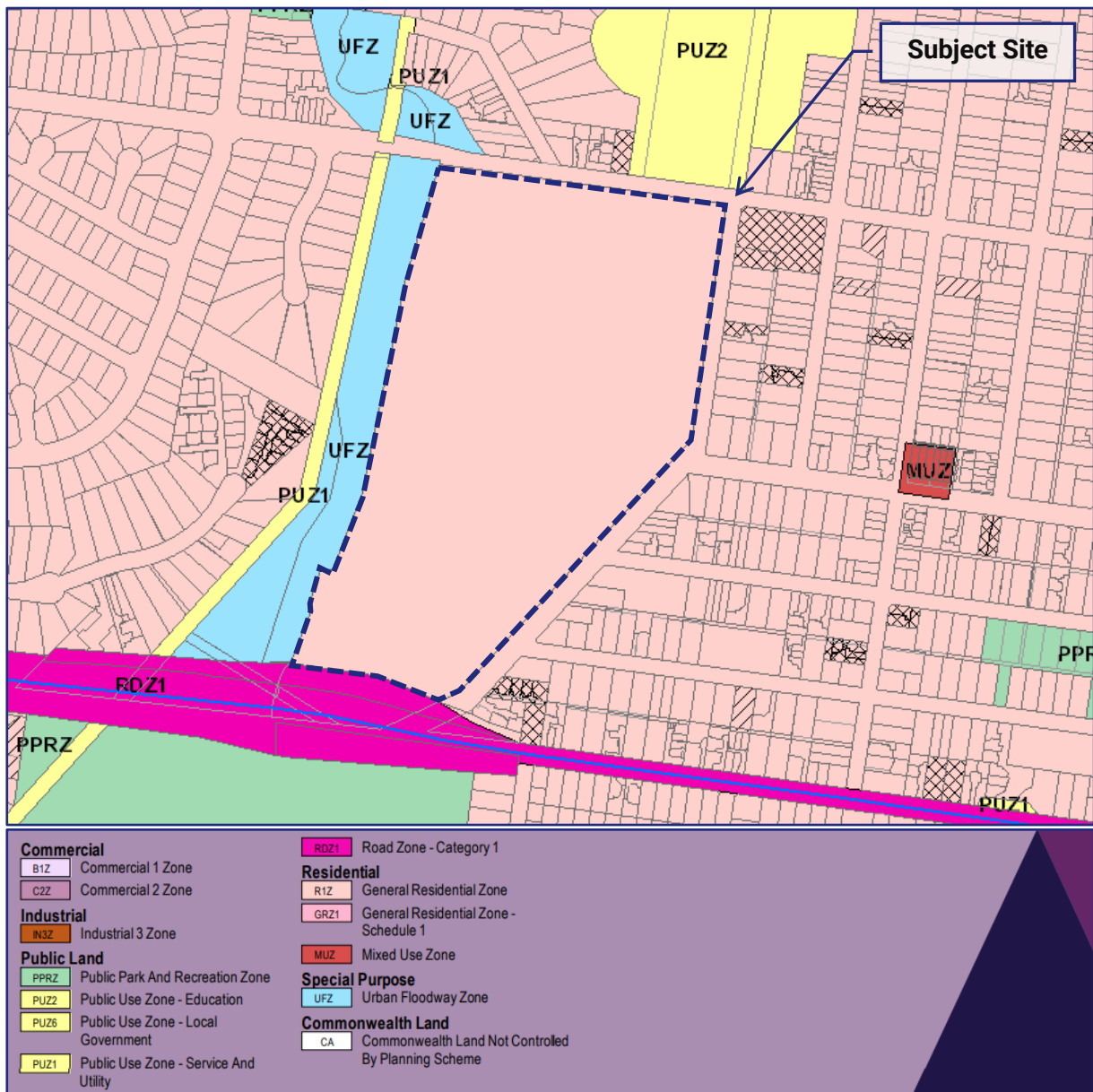


Figure 3: Land Use Zoning Map

Surrounding land uses are generally residential with some notable exceptions as follows:

- Rosehill Secondary College, located within the Public Use Zone – Education (PUZ2) on the north side of Rosehill Road, and
- Essendon Private Hospital, located adjacent to the site on the corner of Rosehill Road and Beryl Street.

3.4. Road Network

3.4.1. Rosehill Road

Rosehill Road is a connector road which extends for approximately 1.65km in an east-west direction between Rachele Road and Hoffmans Road. In the vicinity of the subject site, Rosehill Road is provided with an approximately 9.8m wide carriageway providing for a through traffic lane in each direction and a painted median, which accommodates a right turn lane into the site.

The urban default speed limit of 50km/h applies to Rosehill Road outside of School Zone time (8:00am-9:30am, 2:30pm-4:00pm School Days) in which a 40km/h speed limit applies.

Photographs of Rosehill Road, taken in the vicinity of the subject site, are presented in Figure 4 and Figure 5 below.



Figure 4: Rosehill Road - View East



Figure 5: Rosehill Road - View West

3.4.2. Beryl Street

Beryl Street is a local street which extends for approximately 250m in a north-south direction between Rosehill Road and Hampton Road. Beryl Street is provided with an approximately 7.3m wide carriageway providing for kerbside parallel parking on both sides and a single through traffic lane. Beryl Street operates one-way southbound aside from the northern end which facilities two way traffic movement to provide access to Essendon Private Hospital.

Photographs of Beryl Street are presented in Figure 6 and Figure 7 below.



Figure 6: Beryl Street - View North



Figure 7: Beryl Street - View South

3.4.3. Hampton Road

Hampton Road is a local street which extends for approximately 800m between Hoffmans Road and a dead-end. Adjacent to the site, Hampton Road aligns in a north-east to south-west direction and is provided with an approximately 7.3m wide carriageway providing for two-way traffic movement and kerbside parallel parking in both directions.

Photographs of Hampton Road, taken in the vicinity of the subject site, are presented in Figure 8 and Figure 9 below.



Figure 8: Hampton Road - View North-East



Figure 9: Hampton Road - View South-West

3.5. Sustainable Transport

3.5.1. Principal Public Transport Network (PPTN)

The subject site is located within the PPTN area as outlined in Figure 10 below.

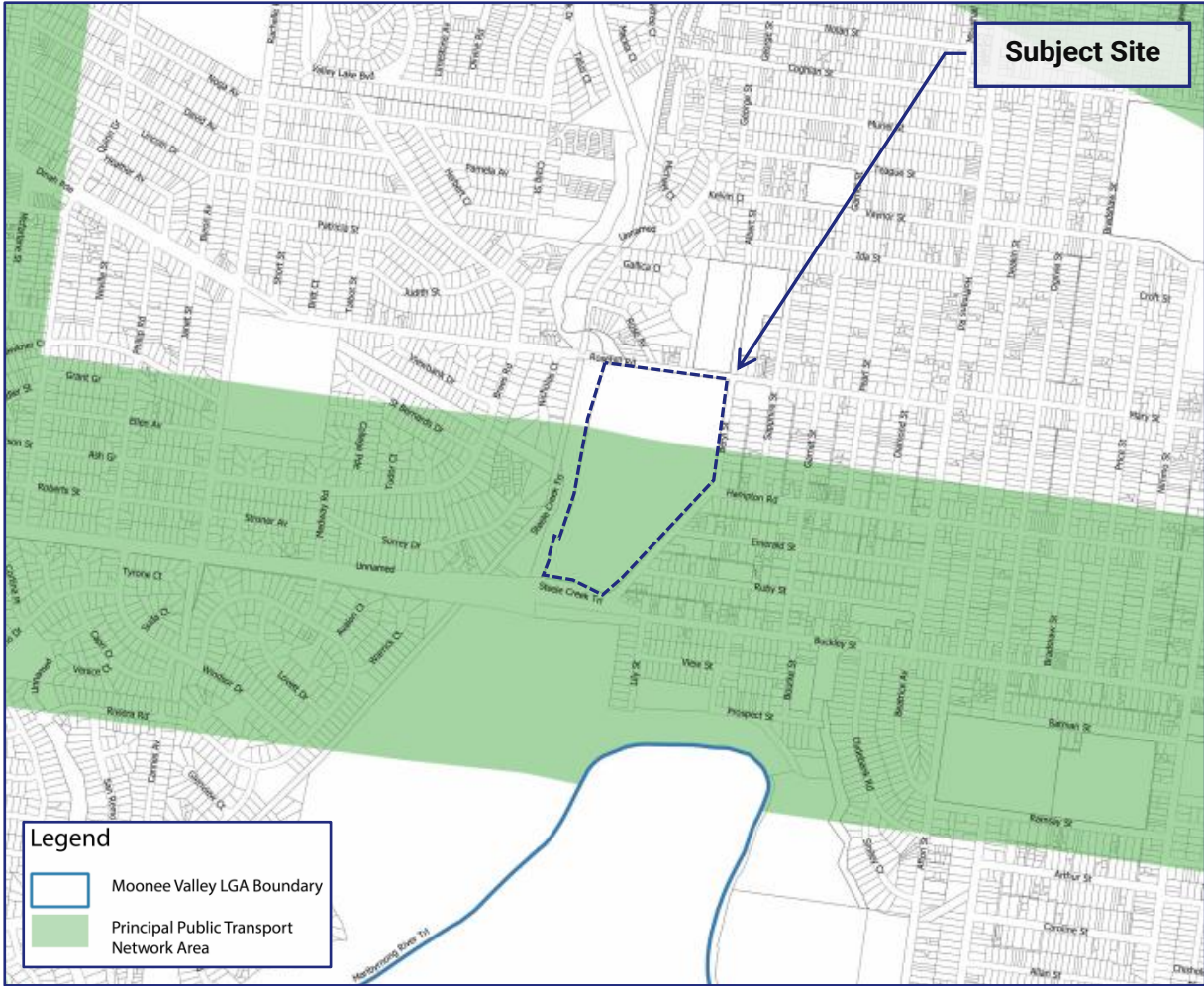


Figure 10: PPTN Area Map

3.5.2. Public Transport

The following public transport services operate within the vicinity of the subject site.

- Bus Route 476 operates between Watergardens and Moonee Ponds via Keilor with a stop provided within approximately 200m walking distance of the subject site at the corner of Rosehill Road and Garnet Street.
- SmartBus Route 903 operates between Altona and Mordialloc via Sunshine, Essendon, Coburg, Preston, Heidelberg, Doncaster, Box Hill and Oakleigh with a stop provided within approximately 500m walking distance of the subject site at the corner of Buckley Street and Prospect Street.
- Bus Route 475 operates between Essendon Station and Keilor Park via East Keilor with a stop provided within approximately 500m walking distance of the subject site at the corner of Buckley Street and Prospect Street

These services are shown in the Public Transport Map at Figure 11.

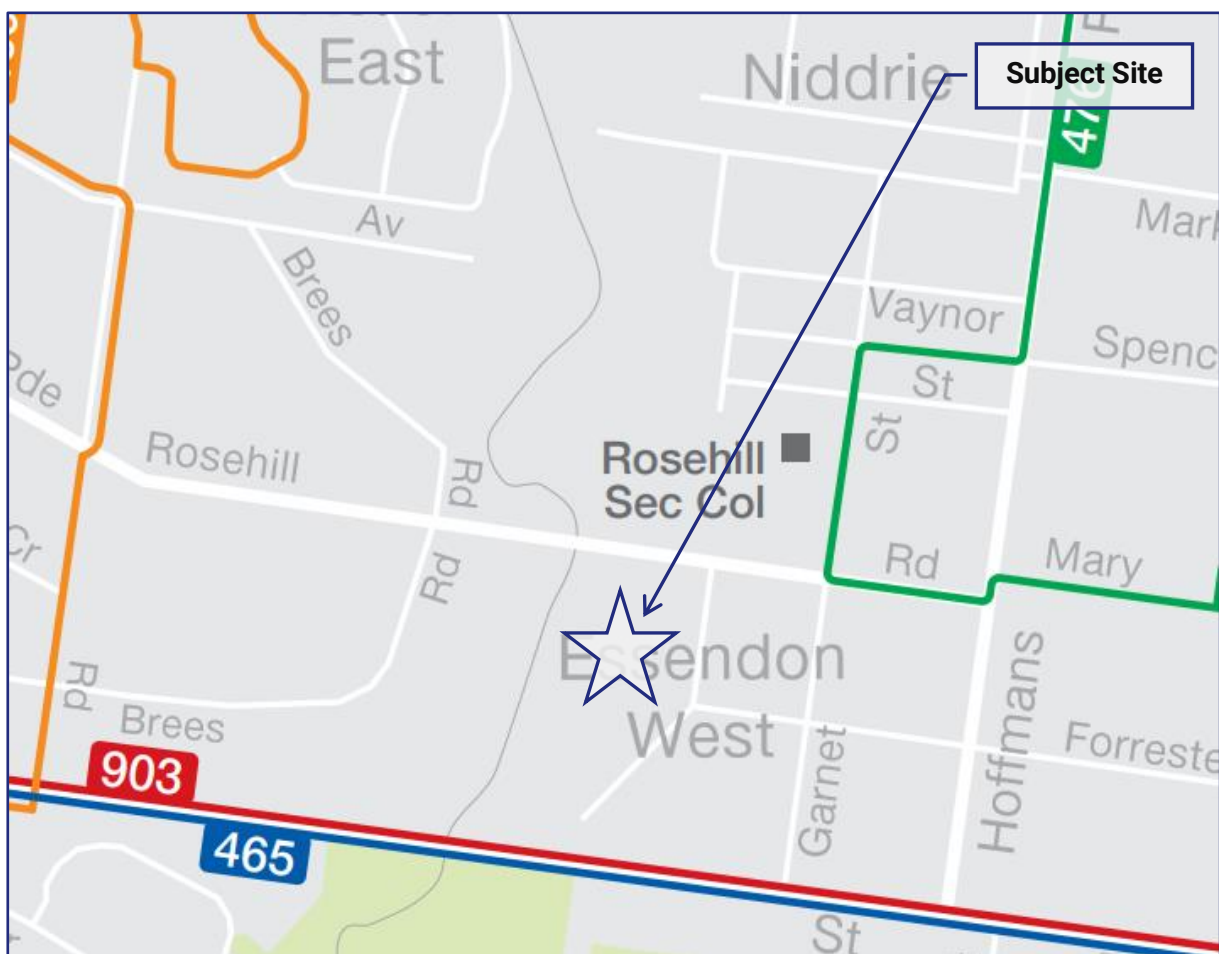


Figure 11: Public Transport Map

3.5.3. Bicycle Network

The subject site is located within an area that is relatively well served by bicycle infrastructure, as shown in the Travelsmart map as Figure 12 below.

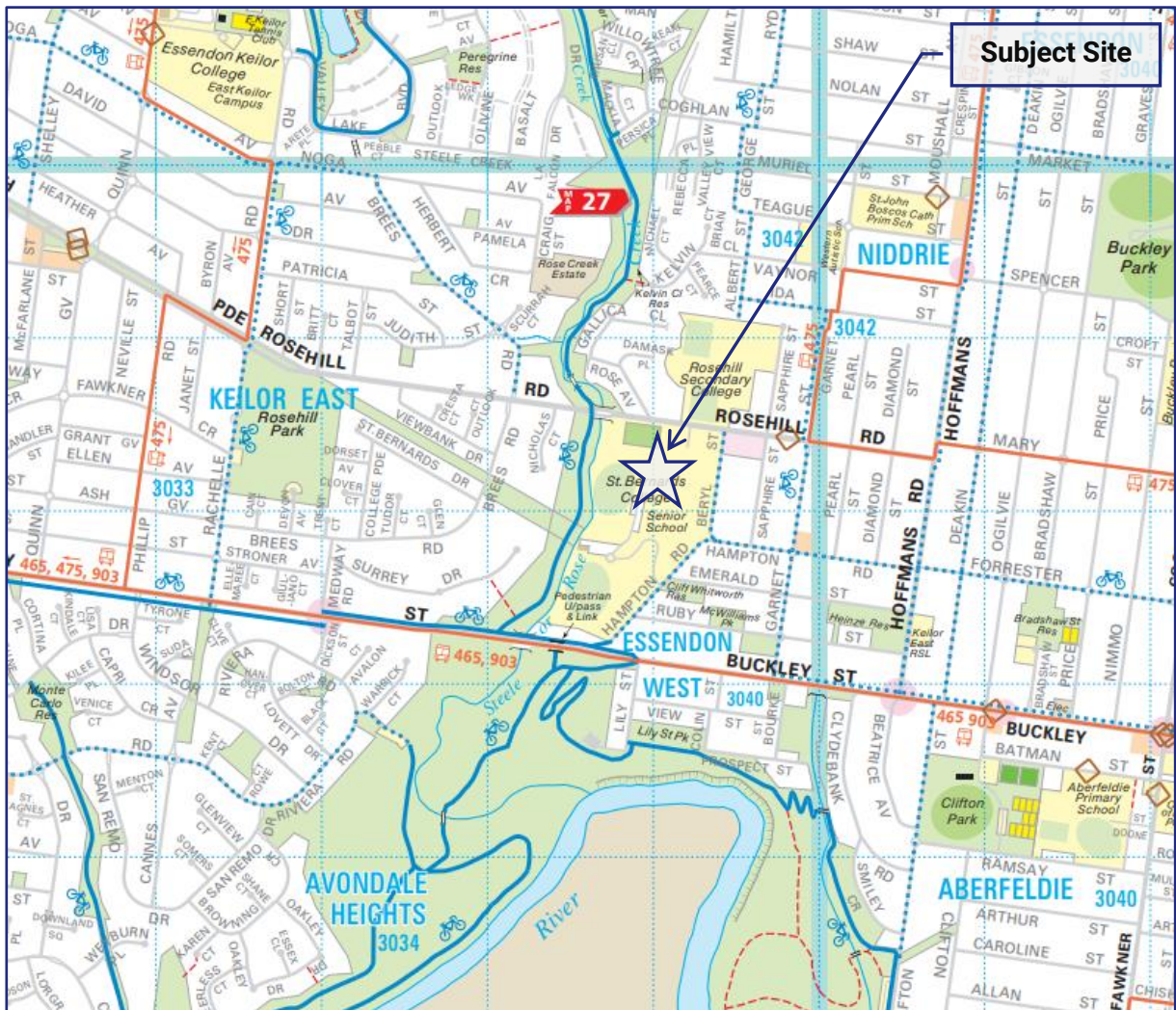


Figure 12: City of Moonee Valley - Travelsmart Map

Off-road shared paths located along Steele Creek and the Maribyrnong River in the vicinity of the subject site provide convenient routes from the north and south of the site. Additionally, informal bicycle routes along local streets in the vicinity of the site provide convenient success from nearby suburbs.

4. Car Parking Assessment

4.1. Statutory Car Parking Requirements

Clause 52.06 of the Planning Scheme sets out the statutory requirements for car parking. The purposes of Clause 52.06 are:

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

While the proposal does not include an increase in the number of students or staff on-site, there will be a reduction in the number of parking spaces being provided. Accordingly, a statutory car parking assessment has been undertaken.

Clause 52.06-5 states:

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure (for example square metres, number of patrons or number of bedrooms) in Column C.

Column A applies unless Column B applies.

Column B applies if:

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

Accordingly Column B rates apply to the subject site as it is located within the PPTN area. The statutory car parking requirements for the site are outlined in Table 1 below.

Table 1: Statutory Car Parking Requirements

Land Use	Rate	Measure	Requirement
Secondary School	1.2 spaces to each employee that is part of the maximum number of employees on the site at any time.	194 employees	232 spaces

The site generates a statutory car parking requirement for 232 spaces.

The site currently has a total of 355 on-site spaces of which 333 spaces are available at all times for school use. Following the removal of the existing 17 space car park to accommodate the proposed new building, a total of 316 spaces will be available for the school use.

This level of car parking is well in excess of the statutory car parking requirement and accordingly, no permit is required under Clause 52.06 of the Planning Scheme.

5. Drop-off/Pick-up Area

The drop-off/pick-up area has been designed to accommodate a stopping lane as well as a circulation lane. Swept path diagrams have been prepared, copy attached at Appendix B, demonstrating a B99 design vehicle driving around the stopping lane with another B99 design vehicle circulating around the drop-off/pick-up area simultaneously.

We understand that a minibus may also be required to use this area and accordingly, a swept path diagram has been prepared demonstrating a 25-seater minibus circulating around the drop-off/pick-up area.

We note that for this larger vehicle size to circulate, no other vehicles can be stopped or parked in the drop-off/pick-up area. Accordingly, we suggest that signage is installed around this area specifying 'NO STOPPING – DROP-OFF/PICK-UP ONLY' (or similar) to ensure that no vehicles park in this area. This will also aid in ensuring that vehicles do not park or wait for extended periods during drop-off/pick-up time, which will keep queuing and delays at a minimum.

Having regard to the above, we are satisfied that the proposed drop-off/pick-up area has been suitably designed.

6. Traffic Impact Considerations

No changes to the site's access arrangements are proposed as a part of the development of the new building on the site. Additionally, no changes to the number of staff or students are proposed and accordingly, no change in the number of vehicles accessing the site are expected.

We are satisfied that the proposal will therefore not cause any changes to the existing traffic conditions.

7. Waste Collection

A minor change to the bin storage area is proposed with the adjacent accessways also amended as a result of the proposed drop-off/pick-up area.

We understand that a front lift waste collection vehicle is required to access the site for waste collection.

Accordingly, swept path diagrams have been prepared, copy attached at Appendix B, demonstrating a 10.2m long waste collection vehicle entering the site in a forwards direction, undertaking a corrective manoeuvre and driving forward into the bin storage area and exiting the site in a forwards direction.

We note that the waste collection vehicle will obstruct the accessway during waste collection time however we are satisfied that this is acceptable provided that waste collection is undertaken outside of typical drop-off and pick-up times. Outside of these times there will be minimal traffic using the pick-up/drop-off area and therefore any disruptions caused will be minimised.

8. Conclusions

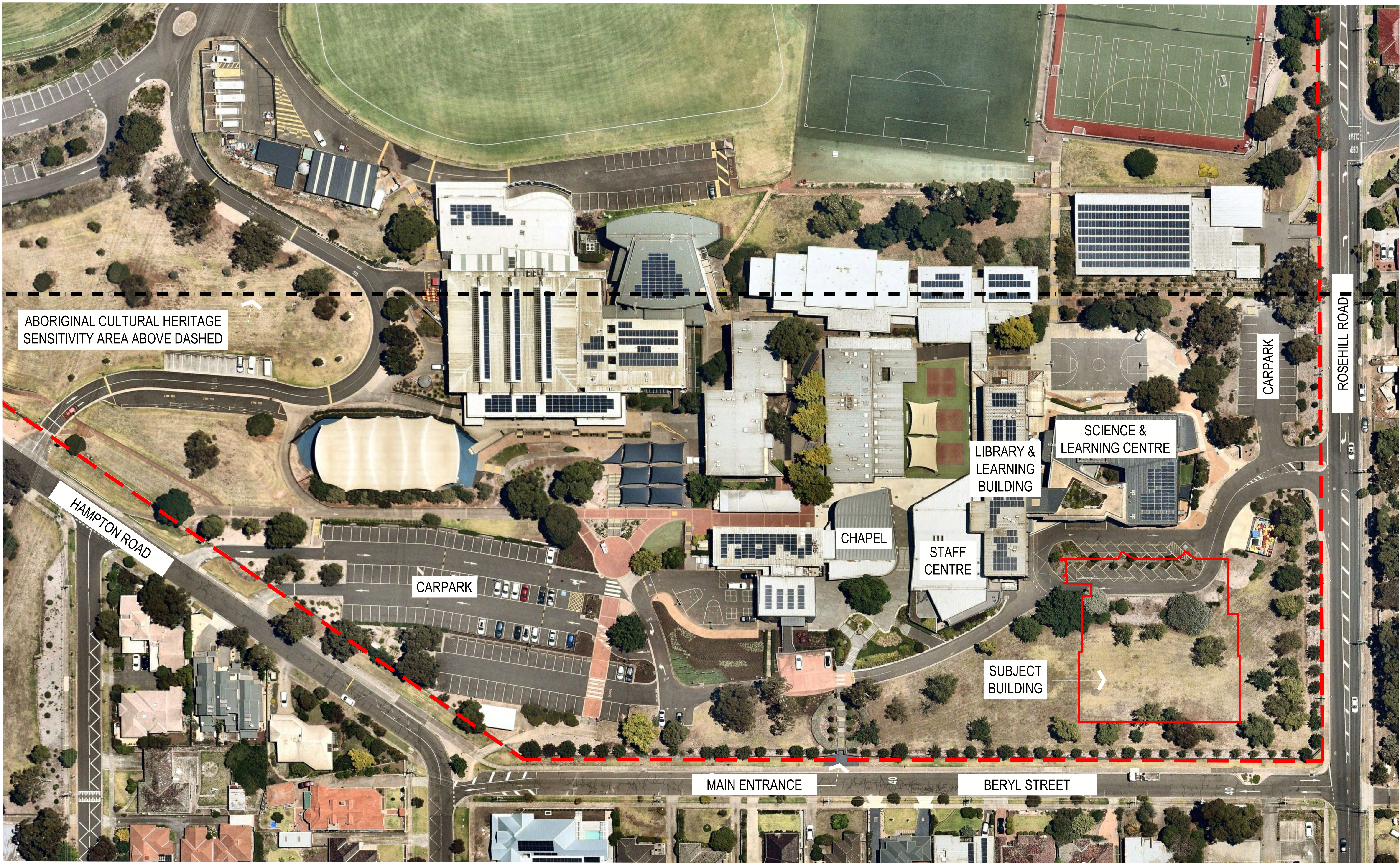
Having undertaken a detailed traffic engineering assessment of the proposed new senior building at St Bernard's College, Essendon, we are of opinion that:

- a) the school generates a statutory car parking requirement to provide 232 on-site car parking spaces,
- b) the post-development provision of 316 on-site car parking spaces for use by the school satisfies this requirement,
- c) the proposed drop-off/pick-up can accommodate the required vehicles and has been suitably designed,
- d) there will not be any change to existing traffic conditions as a result of the proposal,
- e) waste collection can continue to be undertaken appropriately on-site and will not be impacted by the proposal, and
- f) there are no traffic engineering reasons why a permit for the proposed new senior building at St Bernard's College, Essendon, should not be granted.



Appendix A

Proposed Development Plans



ABORIGINAL CULTURAL HERITAGE SENSITIVITY AREA ABOVE DASHED

HAMPTON ROAD

CARPARK

CHAPEL

STAFF CENTRE

LIBRARY & LEARNING BUILDING

SCIENCE & LEARNING CENTRE

CARPARK

ROSEHILL ROAD

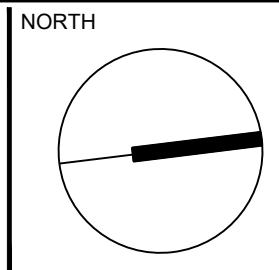
SUBJECT BUILDING

MAIN ENTRANCE

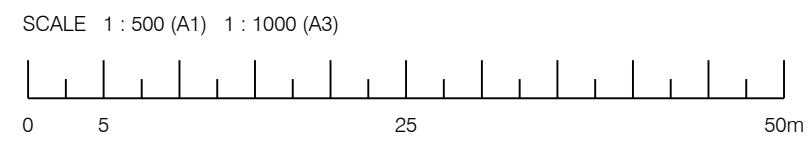
BERYL STREET

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ST BERNARD'S COLLEGE ESSENDON WEST

SITE PLAN

JOB NUMBER 20200064
 DRW NUMBER TP.010
 REV B

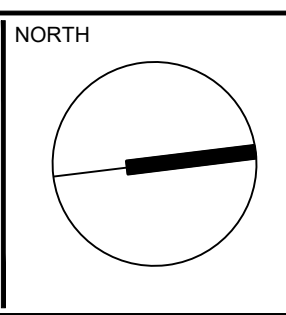


ROSEHILL ROAD

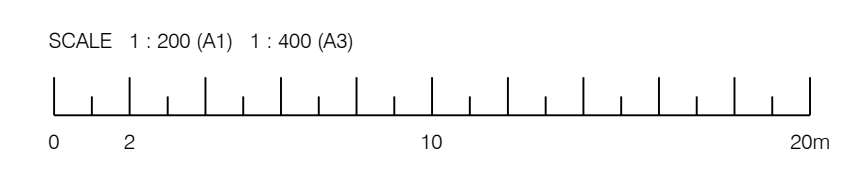
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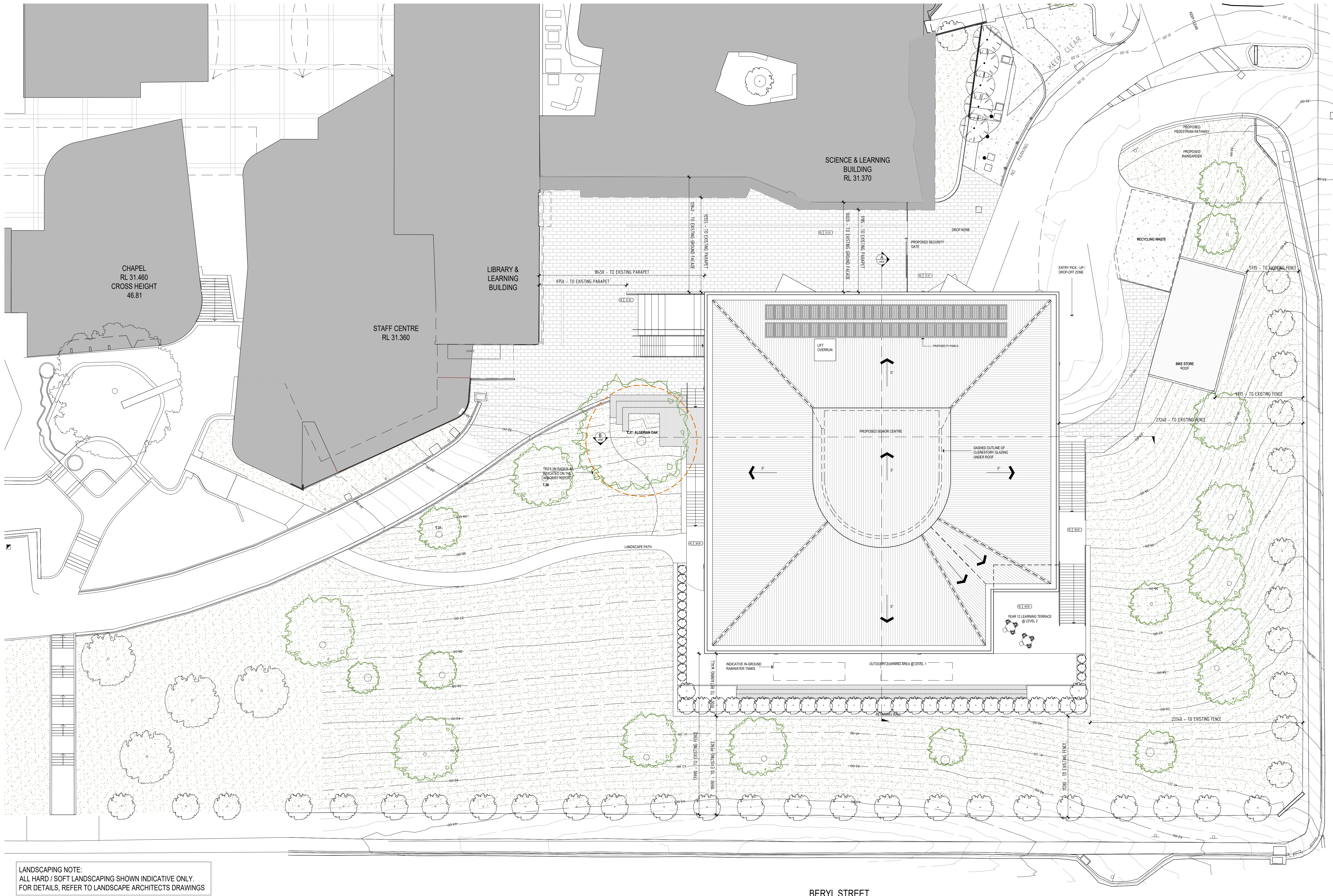


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ST BERNARD'S COLLEGE ESSENDON WEST

DEMOLITION PLAN

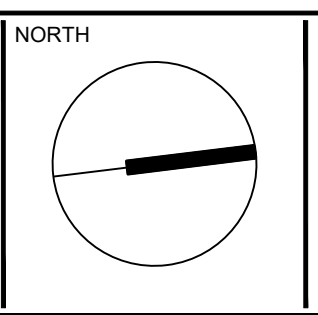
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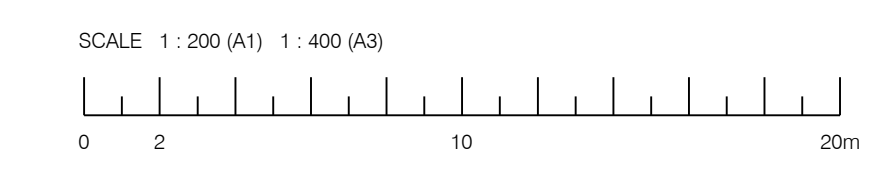
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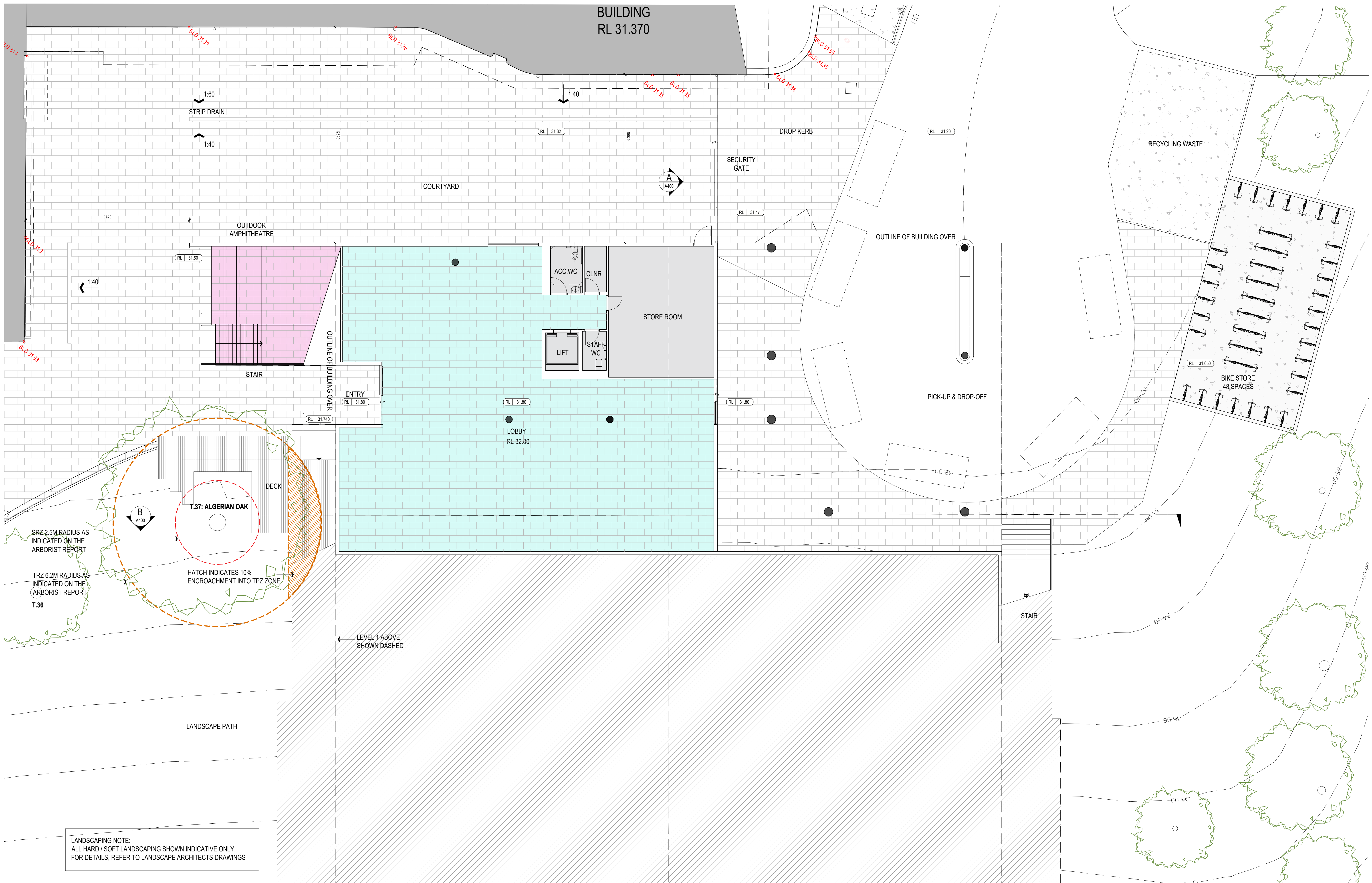


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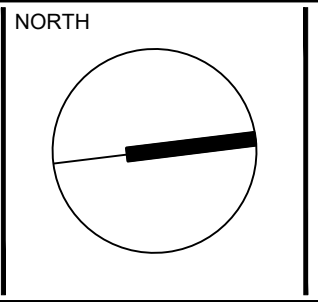
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PROPOSED SITE PLAN		
JOB NUMBER	DRW NUMBER	REV
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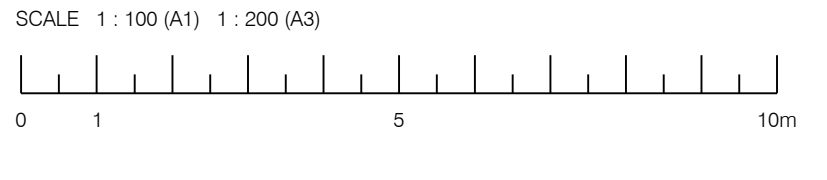
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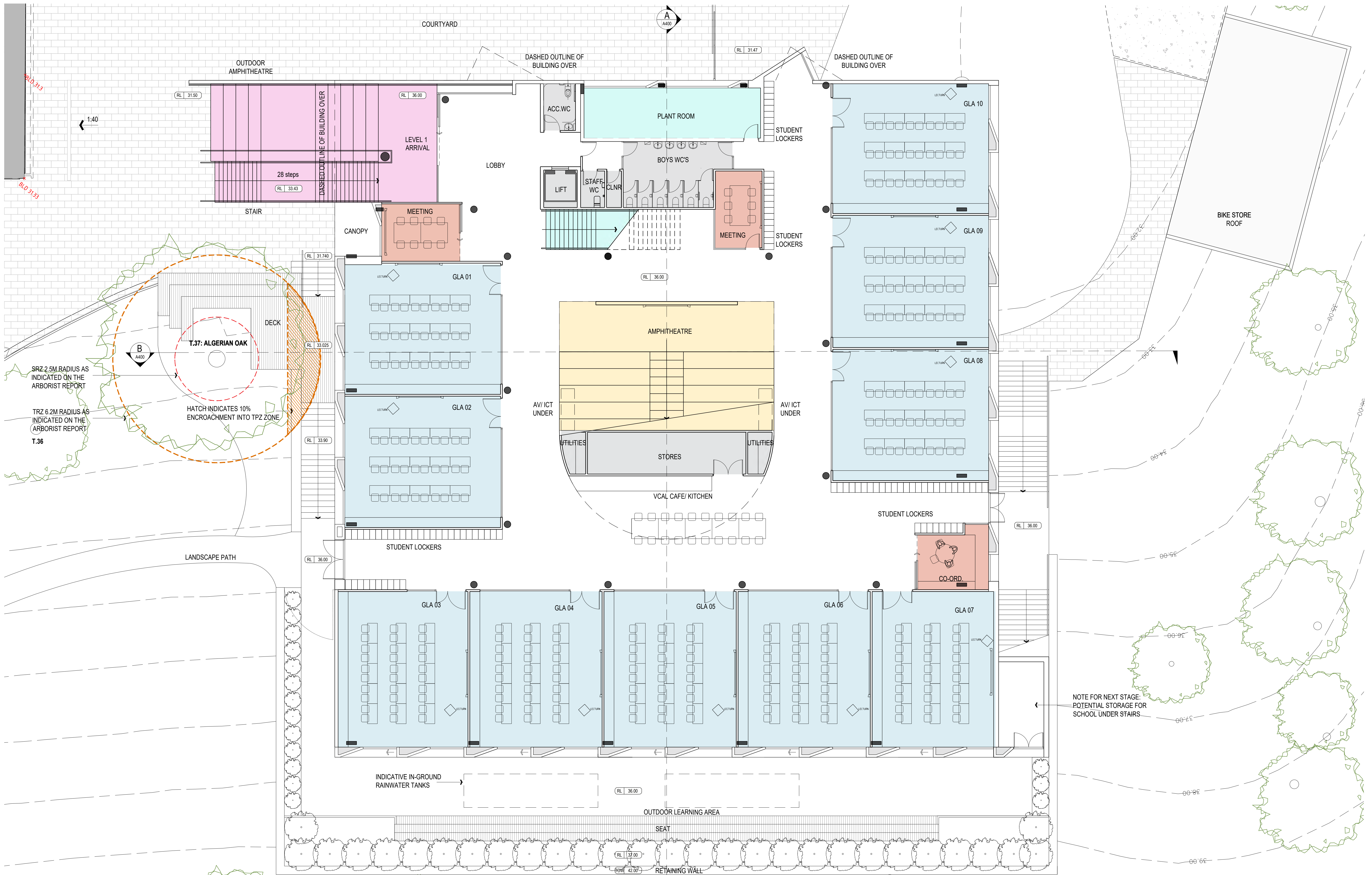


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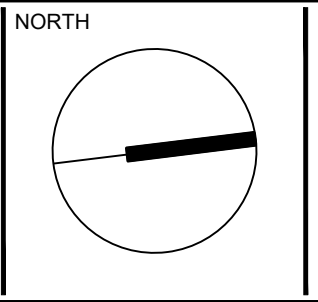
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GROUND FLOOR PLAN		
JOB NUMBER	DRW NUMBER	REV
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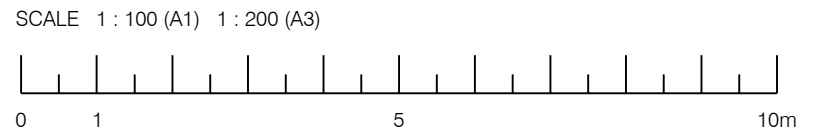


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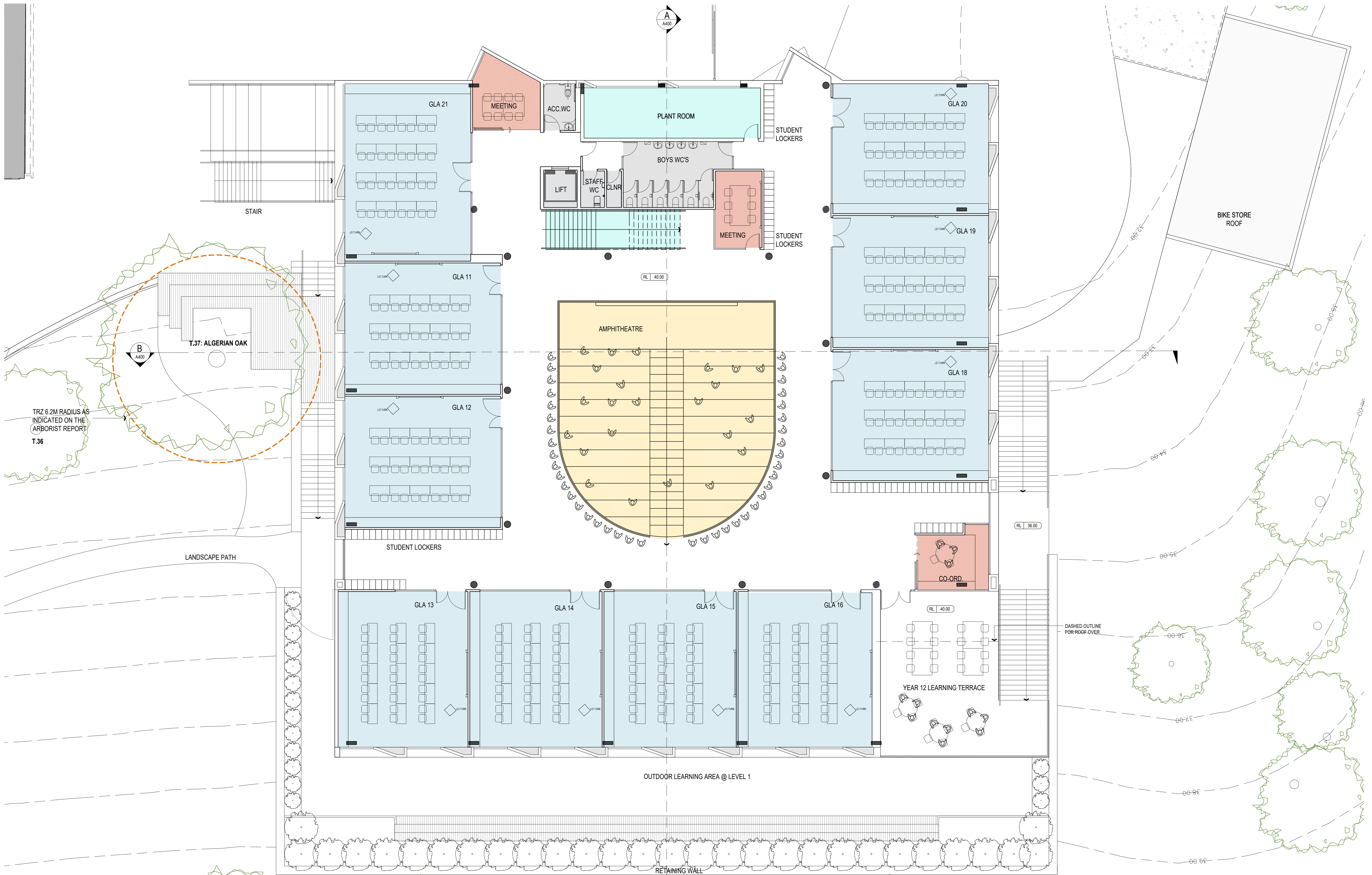


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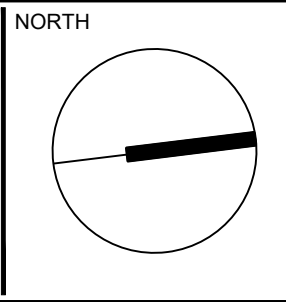
LEVEL 1 FLOOR PLAN

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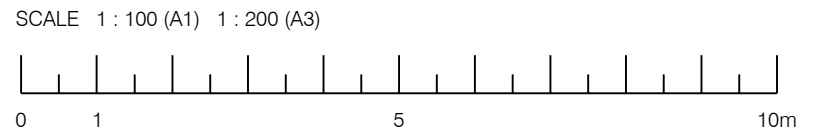


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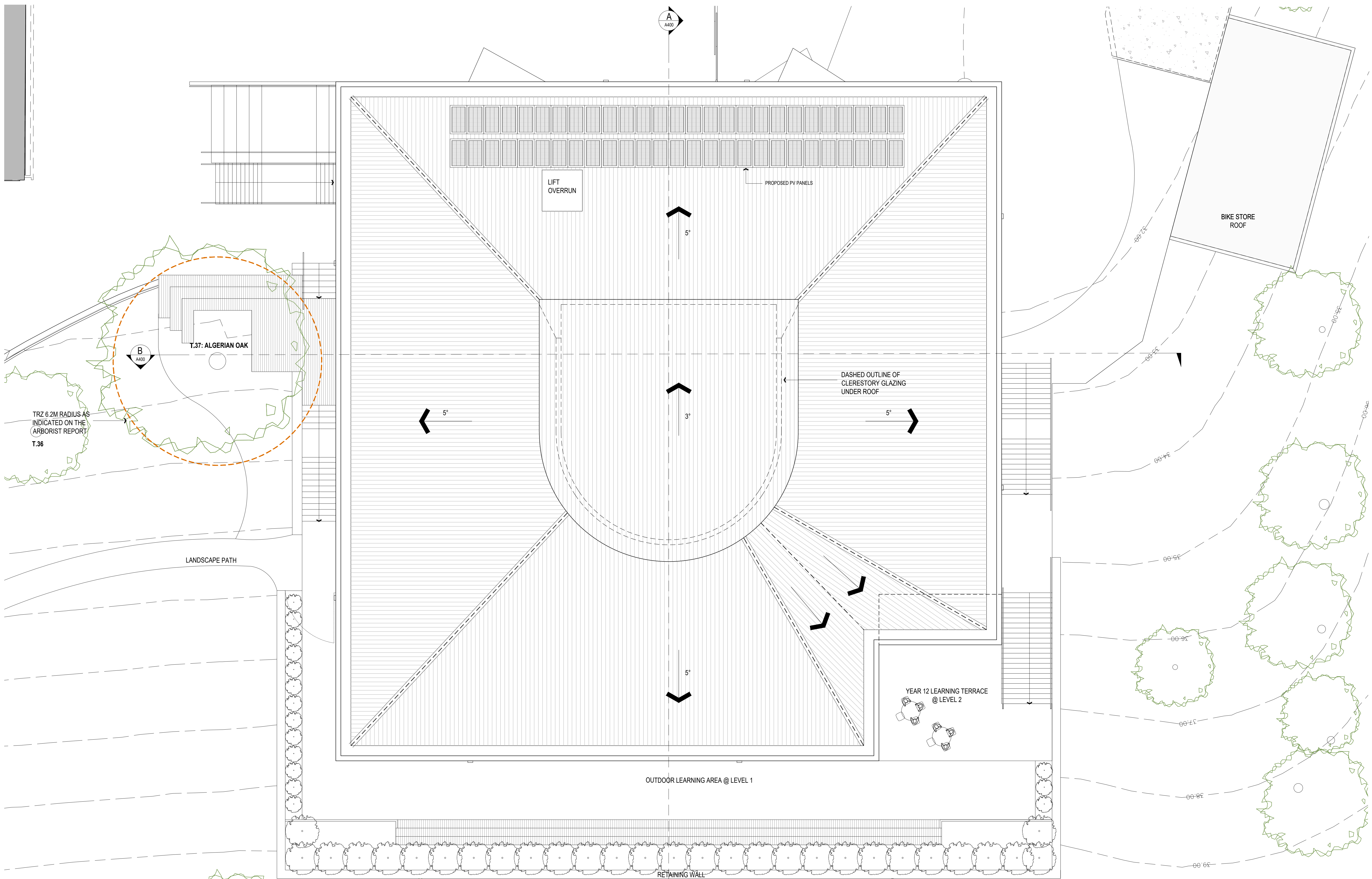


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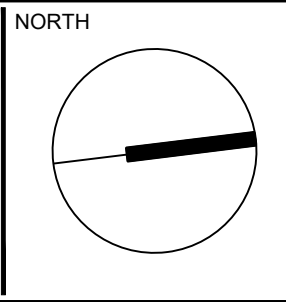
LEVEL 2 FLOOR PLAN

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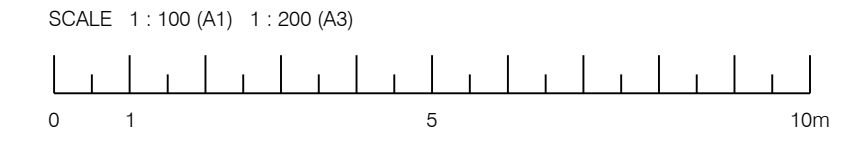


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ST BERNARD'S COLLEGE ESSENDON WEST

ROOF PLAN

JOB NUMBER: 20200064
 DRW NUMBER: TP.210
 REV: C



EAST ELEVATION

MATERIAL SCHEDULE	
	BRICK FINISH "KRAUSE BRICKS" 290 X 110 X 50 SMOKE GREY FINISH (OR SIMILAR)
	STOLIT FINISH STOLIT RENDER FINISH WHITE SMOOTH FINISH (OR SIMILAR)
	METAL ROOFING CORRUGATED METAL ROOFING "COLOR BOND" MANGROVE (OR SIMILAR)
	METAL FINISH METAL WINDOW SILL & FRAMES "COLOR BOND" MANGROVE (OR SIMILAR)
	METAL LOUVRE PERFORATED STEEL LOUVERS PATTERN TBA
	RETAINING WALL GABION BASKETS
	METAL BALUSTRADE NATURAL FINISH GALVANIZED METAL IN "COLOR BOND" MANGROVE (OR SIMILAR) HAND AND CABLE MESH BALUSTRADES
	GLAZING GREEN COATED GLAZING



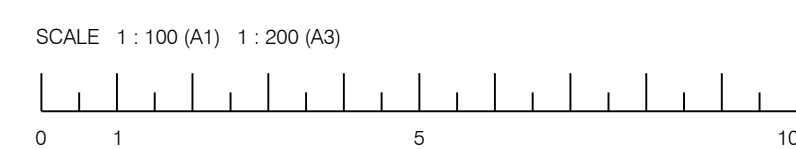
NORTH ELEVATION

TOWN PLANNING - NOT FOR CONSTRUCTION

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NORTH

Revision	Description	Date
-	Initial Coordination	23.03.21
A	Preliminary	26.03.21
B	Draft TP Set	07.04.21
C	Town Planning Submission	13.04.21



BALDASSO CORTESE

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ST BERNARD'S COLLEGE ESSENDON

ELEVATIONS

JOB NUMBER	DRW NUMBER	REV
20200064	TP.300	C

MATERIAL SCHEDULE	
 (BRK.01)	BRICK FINISH "KRAUSE BRICKS" 290 X 110 X 50 SMOKE GREY FINISH (OR SIMILAR)
 (STO.01)	STOLIT FINISH STOLIT RENDER FINISH WHITE SMOOTH FINISH (OR SIMILAR)
 (MET.01)	METAL ROOFING CORRUGATED METAL ROOFING "COLOR BOND" MANGROVE (OR SIMILAR)
 (MET.02)	METAL FINISH METAL WINDOW SILL & FRAMES "COLOR BOND" MANGROVE (OR SIMILAR)
 (MET.03)	METAL LOUVRE PERFORATED STEEL LOUVRES PATTERN TBA
 (RET.01)	RETAINING WALL GABION BASKETS
 (BAL.01)	METAL BALUSTRADE NATURAL FINISH GALVANIZED METAL IN "COLOR BOND" MANGROVE (OR SIMILAR) HAND RAILS AND CABLE MESH BALUSTRADES
 (GLZ.01)	GLAZING GREEN COATED GLAZING



WEST ELEVATION



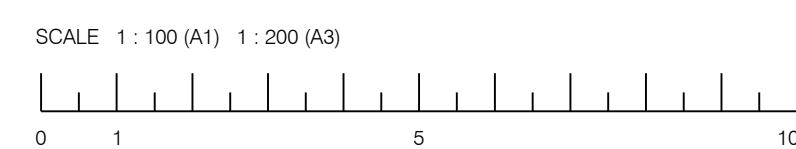
SOUTH ELEVATION

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Revision	Description	Date
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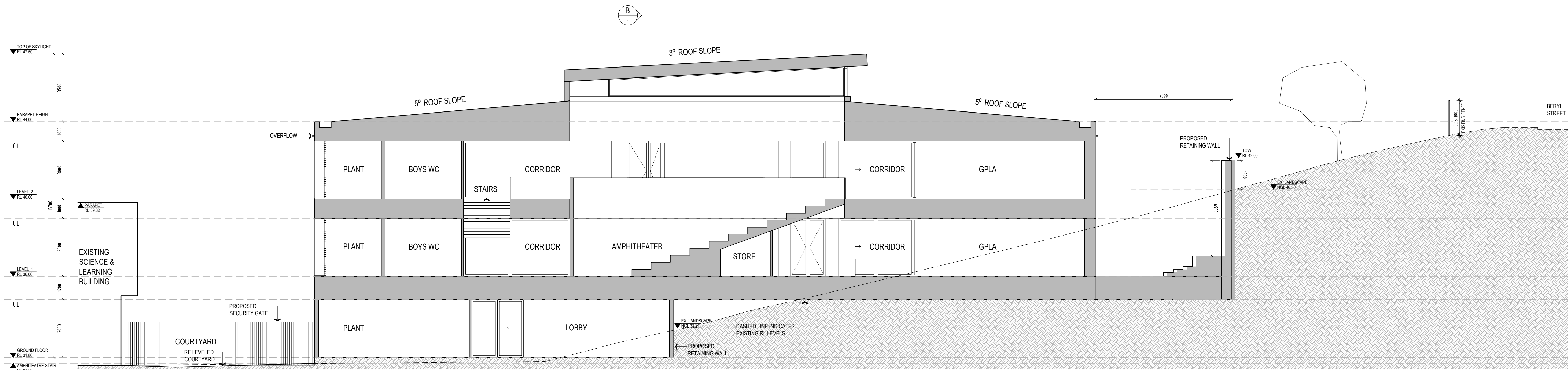


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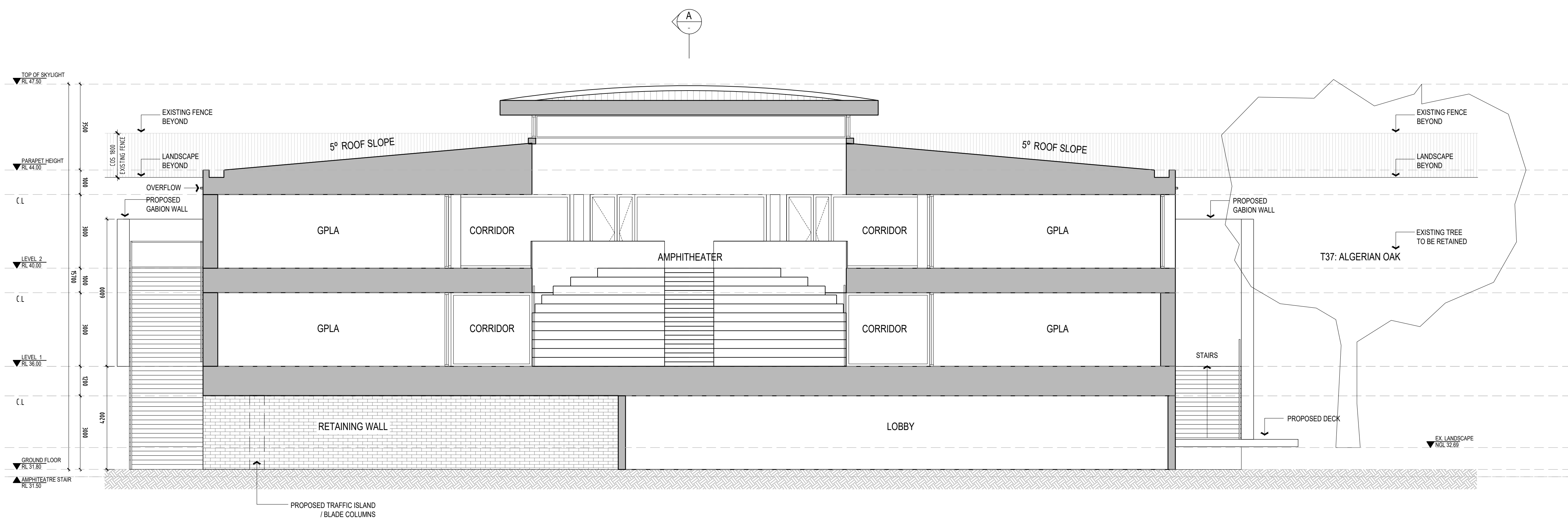
ST BERNARD'S COLLEGE ESSENDON

ELEVATIONS

JOB NUMBER	DRW NUMBER	REV
20200064	TP.301	C



SECTION A-A



SECTION B-B

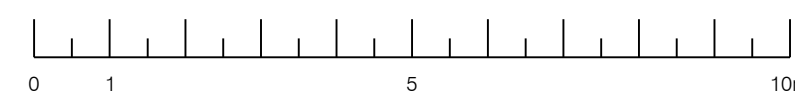
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SCALE 1 : 100 (A1) 1 : 200 (A3)



BALDASSO CORTESE

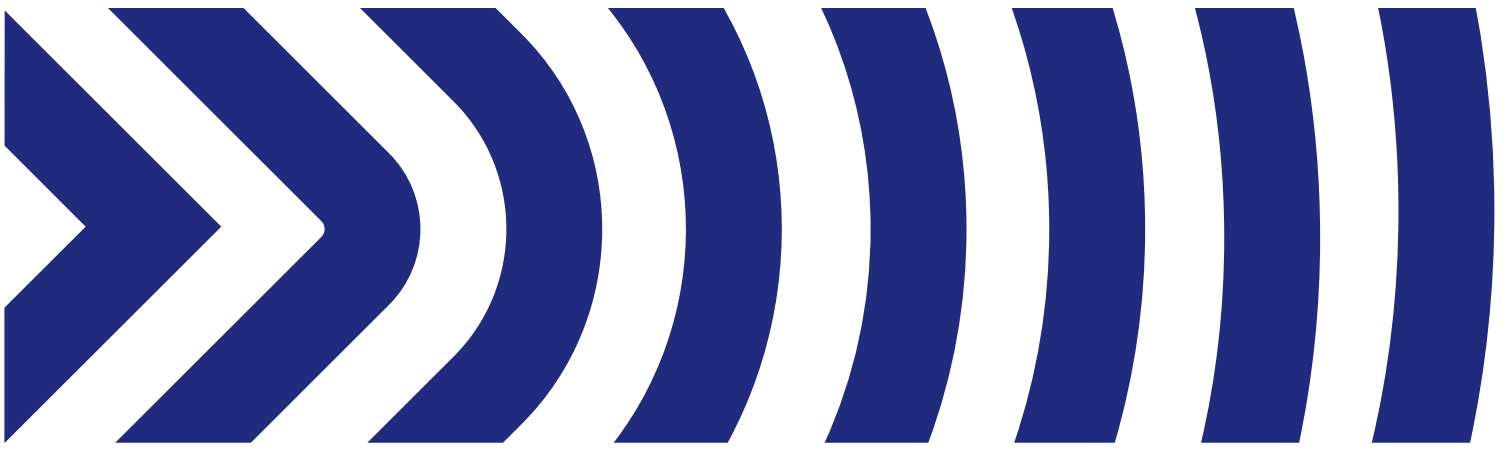
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ST BERNARD'S COLLEGE ESSENDON

SECTIONS

JOB NUMBER 20200064
DRW NUMBER TP.400
REV C



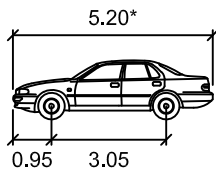
Appendix B

Swept Path Diagrams

B99 CIRCULATION THROUGH DROP-OFF/PICK-UP AREA

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



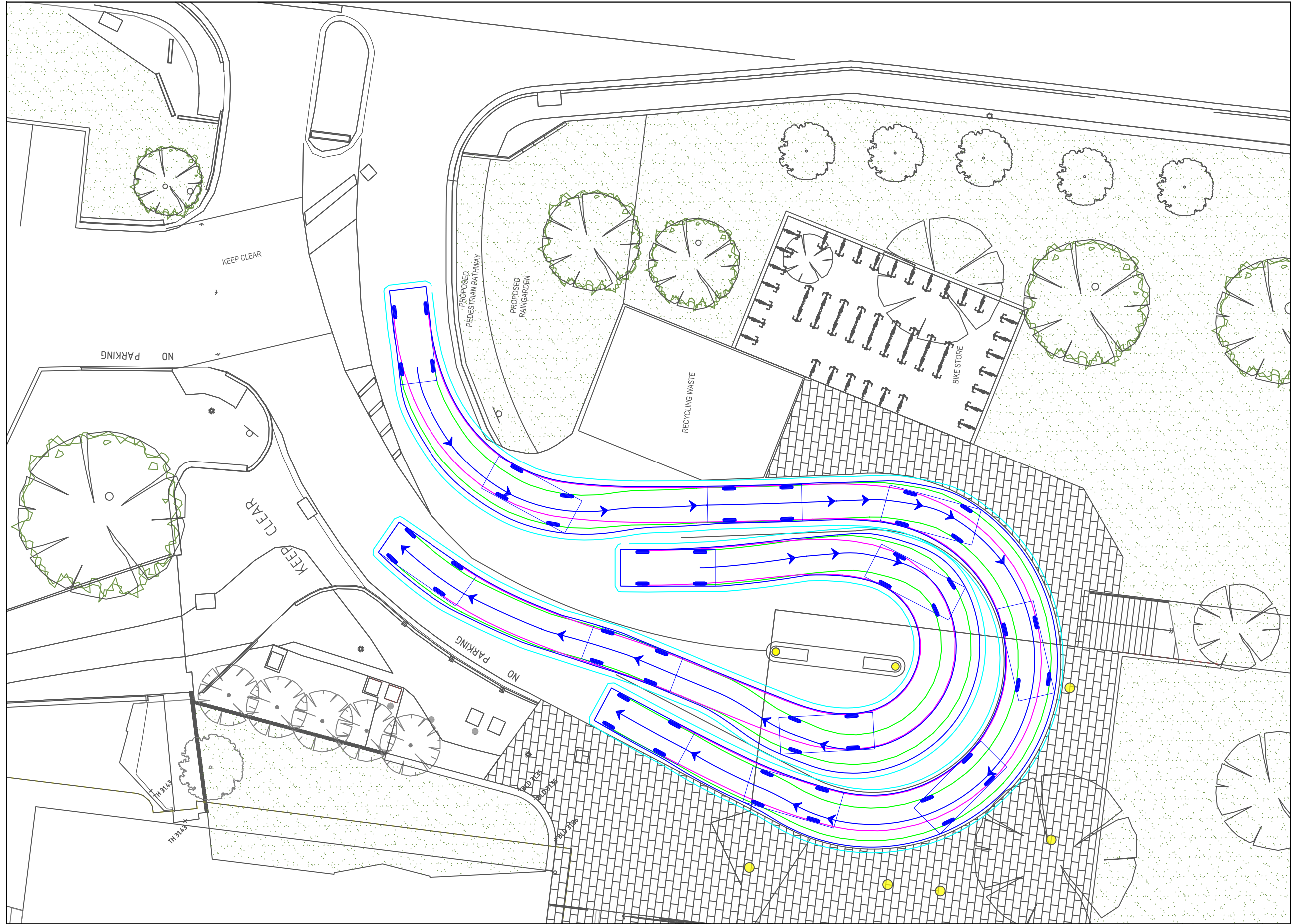
99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94
Track : 1.84
Kerb to Kerb Radius : 12.5m

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

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE



**PRELIMINARY ONLY
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REV.	REVISION NOTES	REVISION DATE
A	FOR TOWN PLANNING SUBMISSION	14/4/2021

GENERAL NOTES:

DESIGNED BY: M. KOORN	14/4/2021
CHECKED BY: J. PLACE	14/4/2021
FILE NAME: G21008-01	ISSUE: A

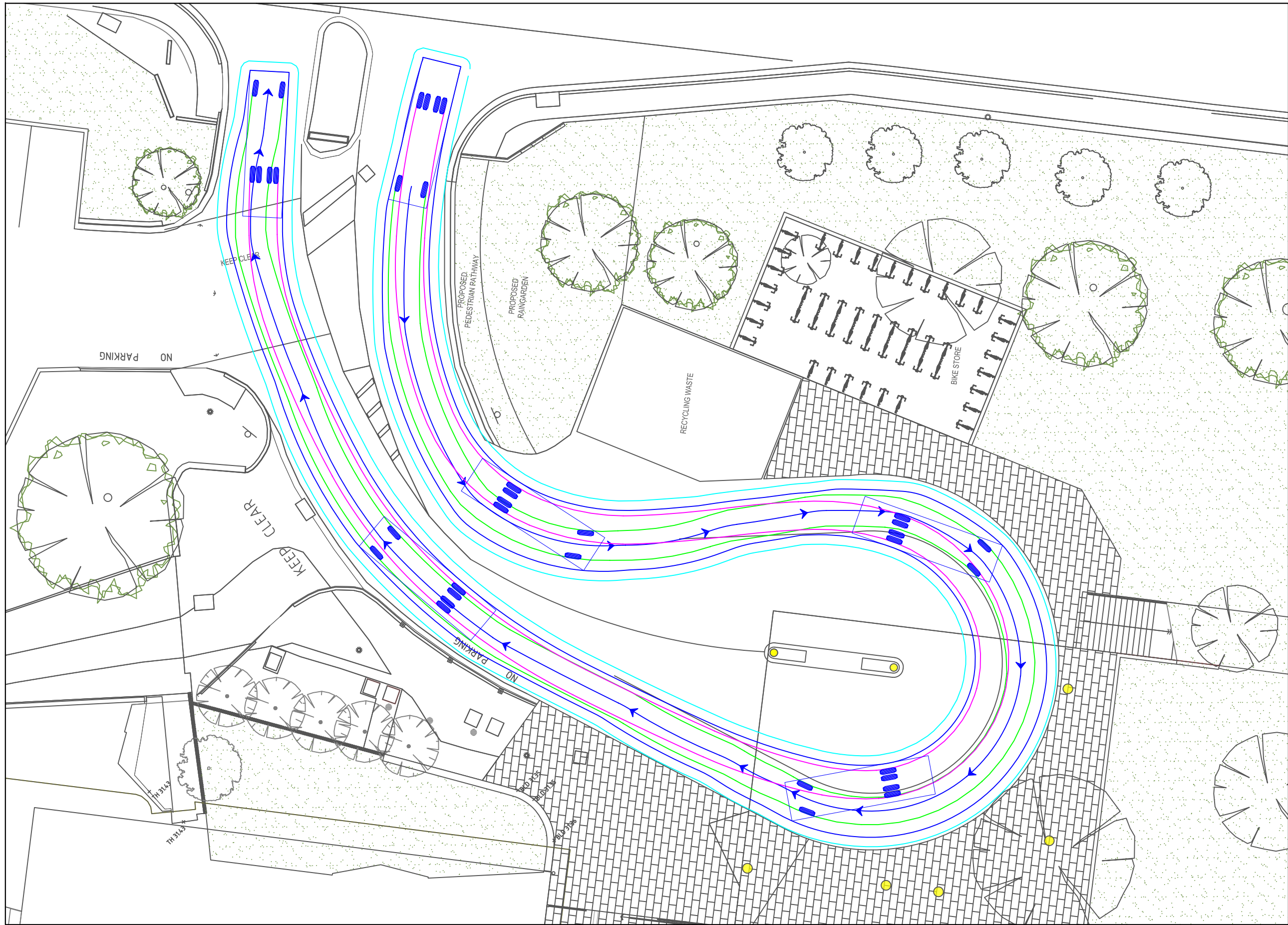
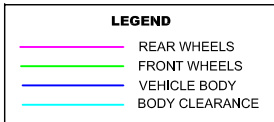
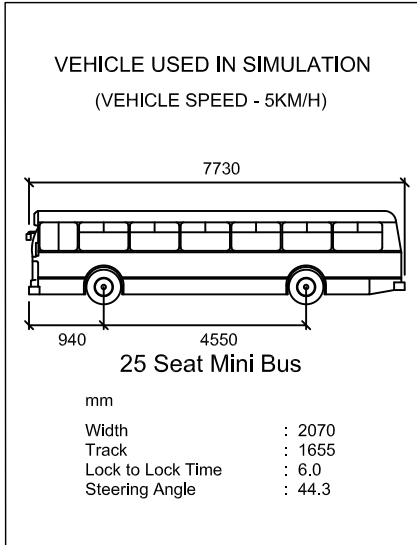
Traffix Group
Level 28, 459 Collins Street
MELBOURNE VICTORIA 3000
TEL : (03) 9822-2888

ST BERNARD'S COLLEGE, ESSENDON
B99 DESIGN CAR SWEEP PATHS
PROPOSED SENIOR CENTRE BUILDING

SCALE: 1:200 (A3)

SHEET NO.: 1/3 DRAWING NO.: G21008-01

MINI BUS CIRCULATION THROUGH DROP-OFF/PICK-UP AREA



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A	FOR TOWN PLANNING SUBMISSION	14/4/2021	

DESIGNED BY: M. KOORN	14/4/2021
CHECKED BY: J. PLACE	14/4/2021
FILE NAME: G21008-01	ISSUE: A

Traffix Group

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MELBOURNE VICTORIA 3000
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ST BERNARD'S COLLEGE, ESSENDON
MINI BUS SWEEP PATHS
PROPOSED SENIOR CENTRE BUILDING

SCALE: 1:200 (A3)

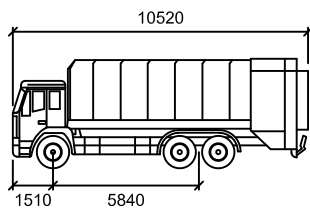
SHEET NO.: 2/3 DRAWING NO.: G21008-01

WASTE COLLECTION VEHICLE ENTRY

WASTE COLLECTION VEHICLE EXIT

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



10.52 front lift waste truck

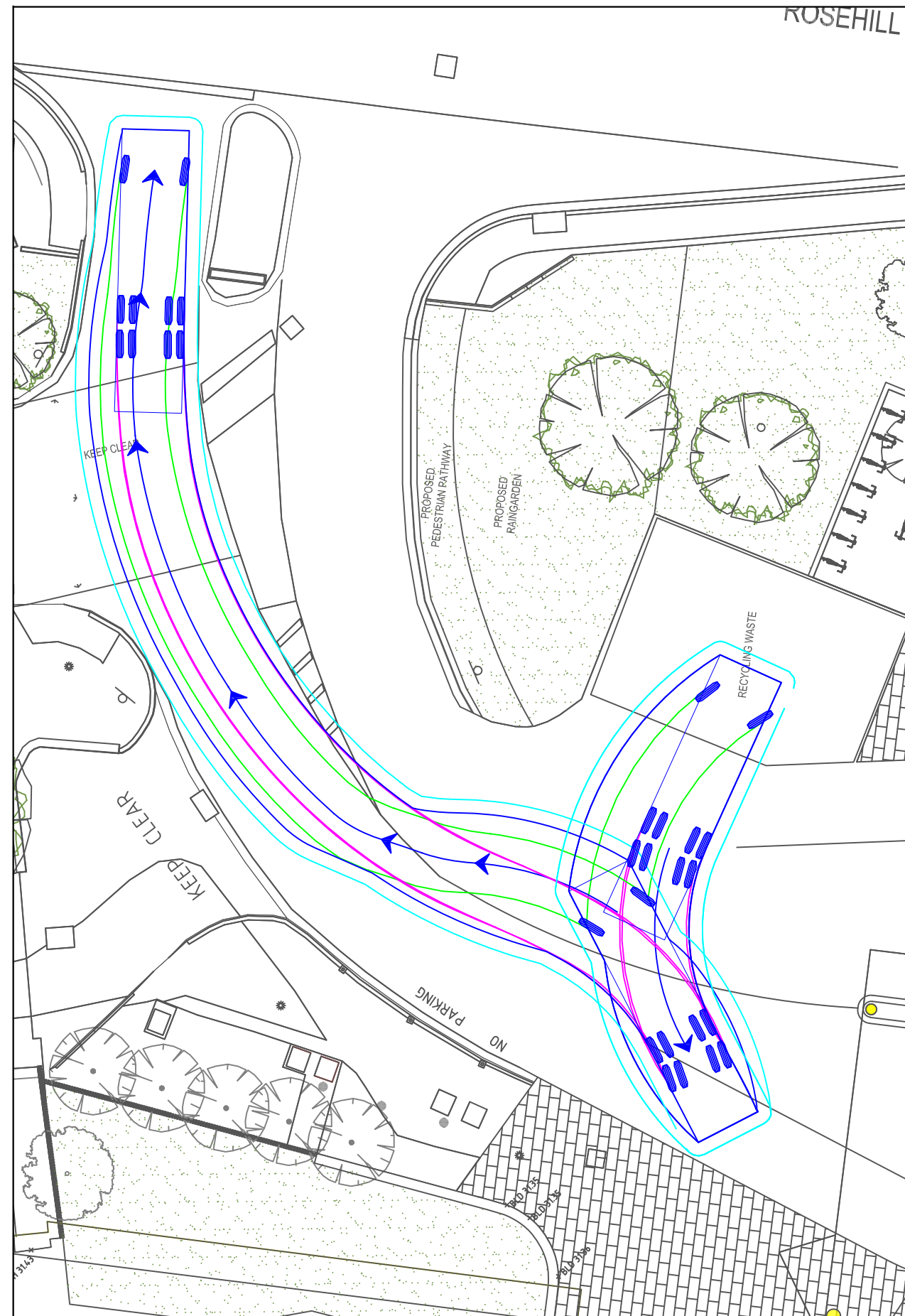
- mm
- Width : 2500
- Track : 2500
- Lock to Lock Time : 4.0
- Steering Angle : 30.9

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE



PRELIMINARY ONLY
NOT FOR CONSTRUCTION



REV.	REVISION NOTES	REVISION DATE	GENERAL NOTES:
A	FOR TOWN PLANNING SUBMISSION	14/4/2021	

DESIGNED BY: M. KOORN	14/4/2021
CHECKED BY: J. PLACE	14/4/2021
FILE NAME: G21008-01	ISSUE: A

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MELBOURNE VICTORIA 3000
TEL : (03) 9822-2888

ST BERNARD'S COLLEGE, ESSENDON
WASTE COLLECTION VEHICLE SWEEP PATHS
PROPOSED SENIOR CENTRE BUILDING

SCALE: 1:200 (A3)

SHEET NO.: 3/3 DRAWING NO.: G21008-01