

Our Reference: G35994L-01B
19th December, 2024

Context Planning
PO Box 787
TORQUAY VIC 3228
Attention: Mish Watt

174-184 Hearn Street, Colac – Proposed Secondary School Traffic Engineering Assessment

Introduction

Further to your recent correspondence and instructions, please find following our traffic engineering assessment of the proposed secondary school at 174-184 Hearn Street, Colac.

Proposal

The proposal is for a secondary school to operate from the site. The secondary school is proposed to operate from the existing shop buildings, the shed on the 184-186 site, a portable classroom located behind the shop buildings and a portable classroom in the north-west corner of the site. The school also includes outdoor recreation areas, including basketball/netball court.

No on-site car parking and no vehicle access is proposed for the secondary school. No changes to the on-street car parking along the site's frontage will result from the school.

16 bicycle parking spaces are provided in the south-west corner of the land.

Subject Land

The subject site is known as 174-184 Hearn Street, Colac. The table below summarises the key characteristics of the subject site and an aerial photograph is provided following the table.

Table 1: Subject Site Description

Characteristic	Description
Area	1558m ²
Frontages	49m to Hearn Street and the rear laneway 32m to Borwick Street
Zoning	Commercial 1 Zone – C1Z
Current use of site	Two shops
Car parking and loading provision	No formal car parking or loading
Vehicle access	No formal vehicle access
On-street parking along site frontage	12 x unrestricted 90 degree spaces along Hearn Street, and 3 x unrestricted parallel spaces along Borwick Street. Vehicle parked illegally in aerial photograph below – not leaving enough space to solid white line.



Figure 1: Aerial Photograph (Source: Nearmap)

Car Parking Assessment

Statutory Car Parking Requirement

The proposed development falls under the land-use category of 'secondary school' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06.

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. The site is not located within the Principal Public Transport Network area and accordingly the Column A parking rates apply to the development.

The statutory car parking assessment is set out in the table below.

Table 2: Statutory Car Parking Assessment – Column A of Clause 52.06-5

Use	Size / No.	Statutory Parking Rate (Column A)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
Secondary School	12 staff	1.2 spaces to each employee that is part of the maximum number of employees on the site at any time	14 (14.4 rounded down to 14, as per Clause 52.06 instructions)	-	- 14

Based on the above table, the proposed secondary school requires a car parking reduction of 14 car spaces.



Reducing the Requirement for Car Parking

Car Parking Demand Assessment

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Based on our experience with secondary schools the car parking rate specified under the Planning Scheme is consistent with what has been observed through surveys of schools.

This rate allows for staff car parking and a small amount of student drop-off to occur.

Accordingly, the school is likely to generate up to 14 car spaces during drop-off times and at pick-up times. Outside of this time, the car parking demand is likely to be made up of staff car parking only.

Appropriateness of Providing Fewer Car Spaces than the Demand Assessment

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use.

Each of the relevant decision factors are discussed below.



The Car Parking Demand Assessment

The car parking demand assessment indicates that the demand of the secondary school is likely to be up to 14 car spaces, during the pick-up and drop-off times, with lower demands outside of these times.

The availability of alternative car parking in the locality of the land

A total of 15 car spaces are provided along the site's frontage to Hearn Street (12 x 90 degree spaces) and Borwick Street (3 parallel spaces), which can be used by the secondary school.

Historically, the 90 degree spaces provided along Hearn Street would have been used by the uses which have operated from the subject land. The continued use of these spaces by the subject land is entirely appropriate.

Additional unrestricted car parking is provided within the nearby area, including along the north side of Hearn Street directly opposite the site, or on the south side of Hearn Street to the east and west of the site. This car parking would also be suitable to accommodate demands associated with the school.

The practicality of providing car parking on the site

We acknowledge that this decision guideline is generally for smaller sites, less than 300m². However it is often extended to sites which retain existing structures, such as this.

In this case, the proposal includes the retention of existing structures on the site. The proposal also retains the external areas for outdoor recreation areas for students. Accordingly, it is not practical to provide for car parking on the site whilst maintaining these elements of the proposal.

Any car parking deficiency associated with the existing use of the land.

Under historic conditions, two shops operated from the site. These shops did not include any car parking. The shops included a gross floor area of 217m², applying a reduction of 10% to account for walls, mechanical installations etc., we estimate that these shops had a 195m² net floor area.

Based on the statutory car parking demand for shops of 4.0 car spaces per 100m² of net floor area, the historic use of the shops would generate a requirement for 7 car spaces, including staff and customers.

Accordingly, the proposed development represents an increase in car parking overflow of 7 car spaces (14 spaces, less 7 spaces).

Furthermore, we understand that the western part of the site was historically used as a plant nursery, which would have generated further car parking demands whilst it was operational.

Access to or provision of alternative transport modes to and from the land

The site is located within very close proximity (20m away) to a bus stop. The No. 2 bus operates from this bus stop, which circulates Colac and travels past the Colac Railway Station, central Colac and residential areas. Accordingly, access via public transport represents a viable option for the school.



Designated bicycle lanes are provided along Hearn Street, as well as a number of higher order road within the area. Accordingly, the site is accessible by bicycle for students and staff via the use of separated bicycle lanes.

A total of 16 bicycle parking spaces are provided on the land to support bicycle access to the site and provide for secure bicycle parking.

Summary

Based on the above, we are satisfied that the reduction in car parking for the proposed secondary school is appropriate, on the basis of the following:

- the availability of car parking within the area, including the 15 car spaces located along the site’s frontages,
- the historic use of the car spaces along the Hearn Street frontage for by this land parcel,
- the practicality of retaining the existing structures on the site, while also providing for outdoor recreation areas, makes providing car parking not possible,
- the historic use of the site as shops would have generated an overflow of car parking associated with staff and customers. This demand would have been accommodated on-street,
- the location of the site with respect to the bus stop on the south side of Hearn Road,
- the provision of on-street bicycle lanes along Hearn Street and other higher order roads within the nearby area, and
- the provision of bicycle parking on the site.

Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

To encourage cycling as a mode of transport.

To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 3: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Employees	Students	
Secondary School	12 staff 70 students	1 space to each 20 employees	1 space to each 5 pupils	2 staff 14 students

The plans provide space for 16 bicycle spaces to meet the statutory demand for staff and students.

There is no need for end of trip facilities to be provided for staff or students.



Waste Collection and Loading

We are satisfied that the waste collection and loading associated with the school are minor considerations and the demands are likely to be less than the demands associated with the historic use of the site.

A waste management plan could be prepared if requested by the Council. Loading can occur on-street, as per the historic arrangements for the shops.

Traffic Impacts

We expect that the traffic impact of this size school will be minor and will be isolated to pick-up and drop-off times. Hearn Street is classified as a secondary road under the Council's register of Public Roads. Secondary Roads are described as having the following use:

Carry moderate volumes of traffic and provide access by linking local areas to primary and arterial roads.

Accordingly, its function is that of a higher order road designed to carry traffic from arterial roads to and from local destinations, including schools. Accordingly, it is entirely appropriate for Hearn Street to provide access to this school and the increase in traffic will not be detrimental to the operation of Hearn Street or the surrounding network.

Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed secondary school at 174-184 Hearn Street, Colac, we are of the opinion that:

- a) the proposed development has a statutory car parking requirement of 14 car spaces under Clause 52.06-5,
- b) as no car parking is provided on the site, a full waiver of car parking is sought by the application,
- c) we are satisfied that the level of car parking reduction sought by the application is acceptable, based on the following:
 - i. the availability of car parking within the area, including the 15 car spaces located along the site's frontage,
 - ii. the historic use of the car spaces along the Hearn Street frontage by this land parcel,
 - iii. the practicality of providing car parking on the site, given the retention of existing structures,
 - iv. the existing car parking deficiency associated with the historic use of the site as shops,
 - v. the location of the site with respect to the bus stop on the south side of Hearn Road and the provision of on-street bicycle lanes along Hearn Street and other higher order roads within the nearby area.
- d) the provision of 16 bicycle parking spaces satisfies the requirements of Clause 52.34 of the Planning Scheme for staff and students,



- e) the level of traffic generated by the proposal can be accommodated without any adverse impacts to the operation of the road network,
- f) loading and waste collection are minor considerations for this sized school and can be accommodated on-street as per the historic use of the land, and
- g) there are no traffic engineering reasons why a planning permit for the proposed secondary school at 174-184 Hearn Street, Colac should be refused, subject to appropriate conditions.

We trust the above satisfies your requirements. Please contact the undersigned at Traffix Group if you require any further information.

Yours faithfully,



TRAFFIX GROUP PTY LTD

Matthew Woollard

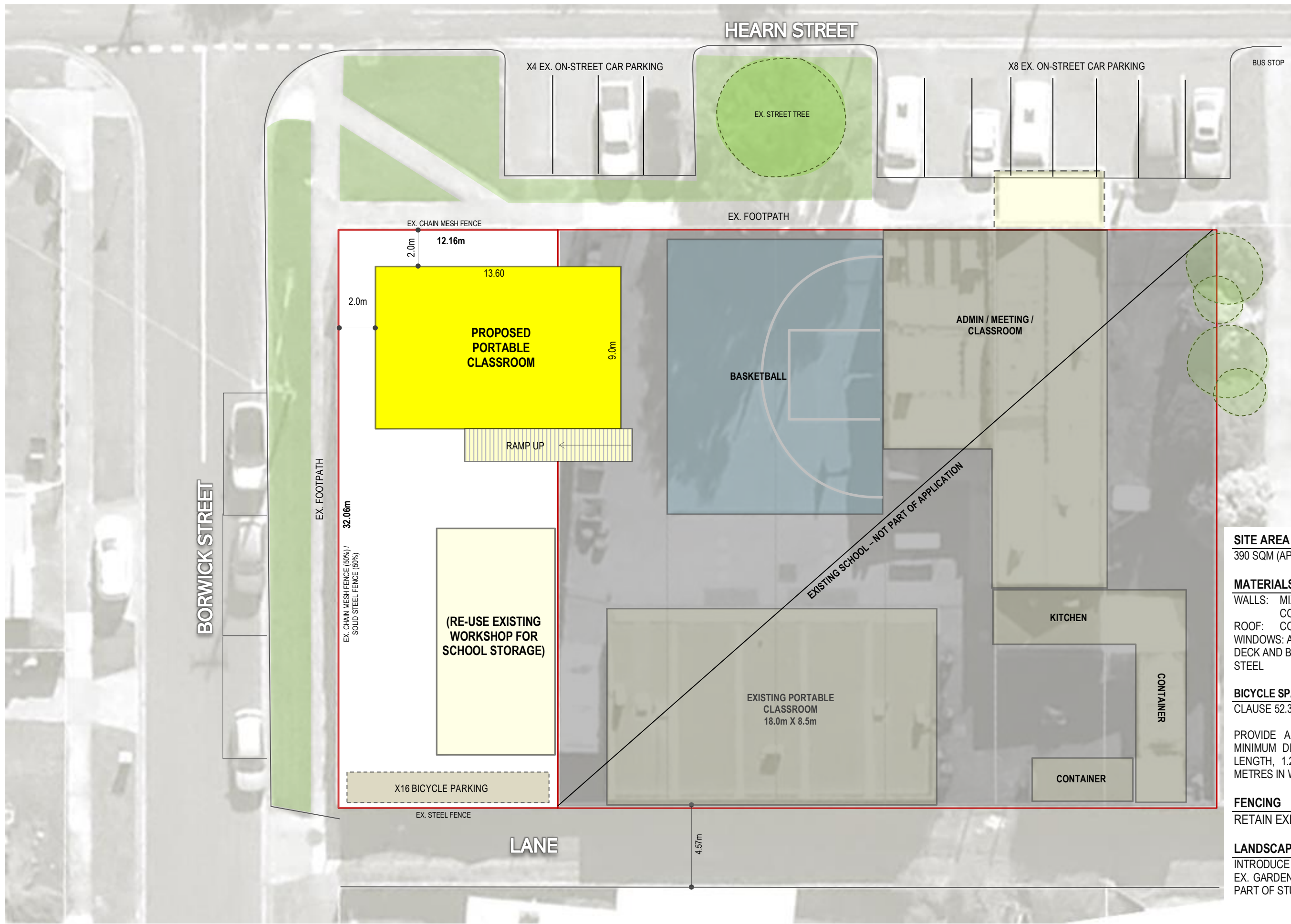
Senior Associate





Appendix A

Development Plans



SITE AREA
390 SQM (APPROX)

MATERIALS SCHEDULE
 WALLS: MIX OF SANDWICH PANEL & COLORBOND CLADDING
 ROOF: COLORBOND
 WINDOWS: ALUMINIUM
 DECK AND BALUSTRADE: TIMBER AND STEEL

BICYCLE SPACES
 CLAUSE 52.34:
 PROVIDE A SPACE FOR A BICYCLE OF MINIMUM DIMENSIONS OF 1.7 METRES IN LENGTH, 1.2 METRES IN HEIGHT AND 0.7 METRES IN WIDTH AT THE HANDLEBARS.

FENCING
 RETAIN EXISTING FENCING

LANDSCAPING NOTES
 INTRODUCE NEW LANDSCAPING (POTS AND EX. GARDEN BEDS - VARIOUS SPECIES) AS PART OF STUDENT/TEACHER LED PROGRAM

