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Traffic Impact Assessment

Proposed School

155 Staughton Vale Road, Staughton Vale

Prepared for
Bacchus Marsh Grammar

June 2026

G30722R-03A

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Document Control

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A	Response to RFI	01/06/2026	K. Ewe & M. Woollard	M. Woollard RPE No. 9774

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
AS/NZS ISO 14001 Environmental Management Systems
AS/NZS ISO 9001-2016 Quality Management Systems



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1. Introduction

Traffix Group has been engaged by Bacchus Marsh Grammar to undertake a Traffic Impact Assessment for the proposed school use at 155 Staughton Vale Road, Staughton Vale.

This report has been prepared in response to the City of Greater Geelong's objection to the granting of a planning permit as a Recommending Referral Authority. The following traffic and parking related concerns and further information requests are set out in the letter sent by the Council dated 19th March, 2026:

Further to the above, a reduction in the required car parking is not supported for this site. The staff will all be reliant on travel by private vehicle, given the distance from any viable public transport. All car parking as required by Clause 52.06-5 must be supplied. It is also considered unsatisfactory that the private accessway and overflow 'formal' car parking is unsealed, given it is a standard expectation of rural development that use is serviced by an all-weather sealed access.

2. *Swept path diagram showing waste truck access and collection from waste storage area must be provided.*
5. *As the site is entirely dependent on private vehicle travel for staff, any reduction of the required car parking will not be supported, and it is recommended that formal car parking spaces are provided on-site to meet the minimum statutory rate. The applicant must demonstrate the 15 Formal Car Spaces for the Secondary School and clearly show the provision of an additional 25 Informal Overflow Car Spaces for days when attendance of staff and students is at its peak*
6. *Unsatisfactory evidence has been submitted to demonstrate that the entire site can accommodate two-way vehicle traffic.*

The traffic impact assessment report responds to each of these matters throughout.

2. Proposal

The proposal is for a combined application for a school in association with agriculture and outdoor education located in the south-eastern portion of the site, and a primary school located in a more centralised location.

Vehicle access to the site is provided via a main accessway to Staughton Vale Road, which allows for two-way vehicle movements and the relevant bus movements to and from the site. No upgrades to the existing access to the site are proposed to Staughton Vale Road. The accessway between the site access and the access to the primary school carpark will include two passing areas, which will increase the capacity of the access arrangements for the site to accommodate the additional traffic generated by the expansion.

Existing School Approval

The school with agricultural components is proposed to accommodate:

- 150 part-time students and 15 staff members on 'normal operating days', and
- 450 students and 40 staff members on 'special event days' up to 16 times per year.

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This campus accommodates short-term visits from students who are generally otherwise enrolled at the Maddingly Campus in Bacchus Marsh. This campus accommodates day trips for agriculture and outdoor education. All movements to and from this campus are by bus and originate from the Maddingly Campus carrying students and the majority of staff.

We understand that some staff drive to the site, however this is accommodated within the total of 9 car spaces provided adjacent to the buildings.

A bus turnaround area which can accommodate parking for up to 8 buses at the same time whilst still allowing buses to circulate the turnaround area.

New Primary School

The primary school component of the development proposes 300 full-time students within a school building located close to the south-eastern boundary of the site. The primary school requires 20 teaching staff and five administrative/maintenance staff. The primary school will operate as a permanent campus, with student transportation provided via buses travelling to and from the campus organised by the school as a requirement of attendance at this campus.

The primary school includes 25 car spaces within a consolidated carpark accessed from the main accessway to Staughton Vale Road. A further 8 spaces are provided within a drop-off zone which is provided for any intermittent drop-offs and pick-up of students and for maintenance vehicles etc. A further 3 bus drop-off bays are provided along the main accessway along the frontage of the primary school building. These buses will use the turnaround area adjacent to the other school buildings to exit the site.

2.1. Existing Transport Management Plan

Bacchus Marsh Grammar has prepared a Transport Management Plan which details how students and staff travel to and from the site. A summary of the key aspects of the Transport Management Plan is provided as follows:

- Buses transport staff and students between Bacchus Marsh Grammar main campus in Maddingly to the Staughton Vale campus (subject site) via the approved travel route. The approved travel route from the Transport Management Plan can be seen in Figure 1 below.
- Buses depart the main campus in Maddingly between 8:45am-9:00am and arrive at the Staughton Vale campus between 9:15am-9:30am (i.e. approximately 30 minute journey time).
- Buses depart the Staughton Vale campus between 2:25pm-2:35pm to bus students back to the main campus. Buses then arrive at the main campus between 2:50pm-3:05pm via the approved travel route.

The 150 part-time students will be transported under these operations. The new primary school component will transport students to the site in a similar manner, being exclusively transported to the site via a 58-seater bus. Staff will be permitted to drive to the site in their personal cars. As condition of permit the bus management plan should be required to be prepared to encompass the primary school component of the site. The traffic impact of the school is discussed further in Section 4.6.

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Figure 1: Bus route (Source: current Transport Management Plan)

3. Existing Conditions

3.1. Subject Site

The site is located at 155 Staughton Vale Road, Staughton Vale, and has an area of approximately 81.4Ha. The site is located within a Farming Zone (FZ), with the surrounding land primarily used for agricultural purposes.

Vehicle access is provided via a two-way crossover to Staughton Vale Road, located approximately midway along the site's frontage.

A locality plan, aerial photographs, and the land use zoning map is provided at Figure 2 to Figure 5.

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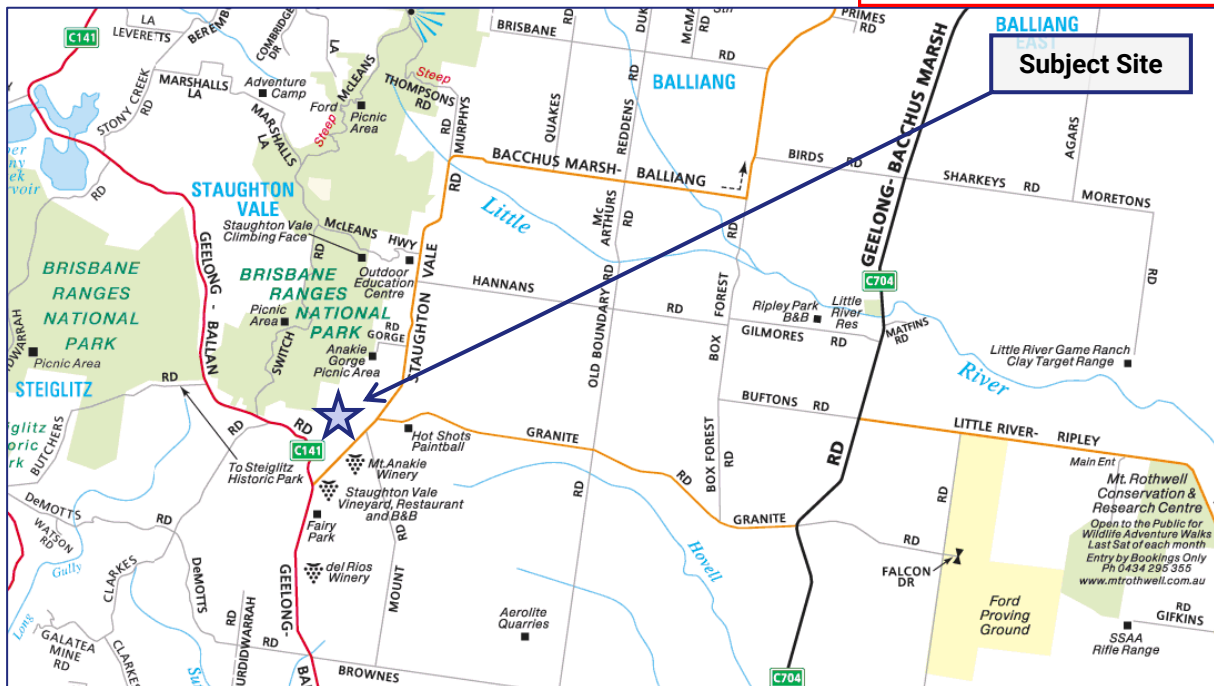


Figure 2: Locality Plan (Source: Melway Online)

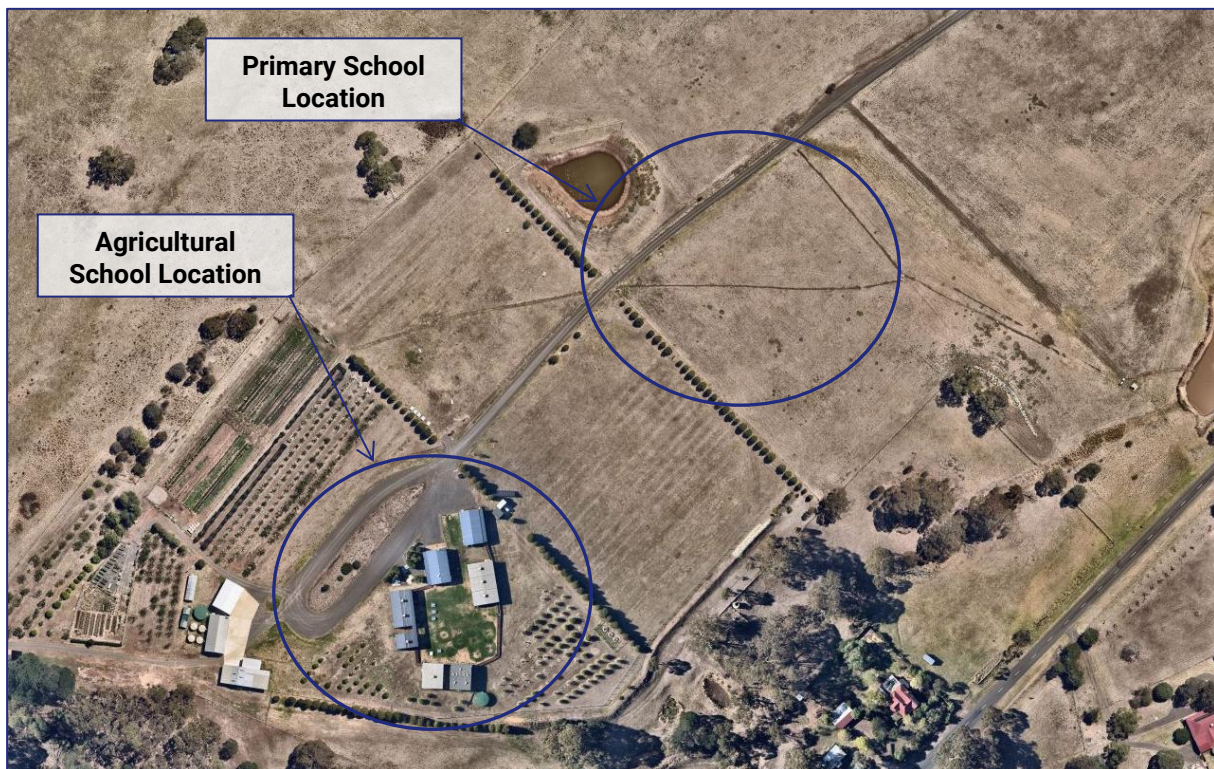


Figure 3: Aerial Photograph – School Buildings Area (Source: Nearmap)

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Figure 4: Aerial Photograph – Entire Site (Source: Nearmap)

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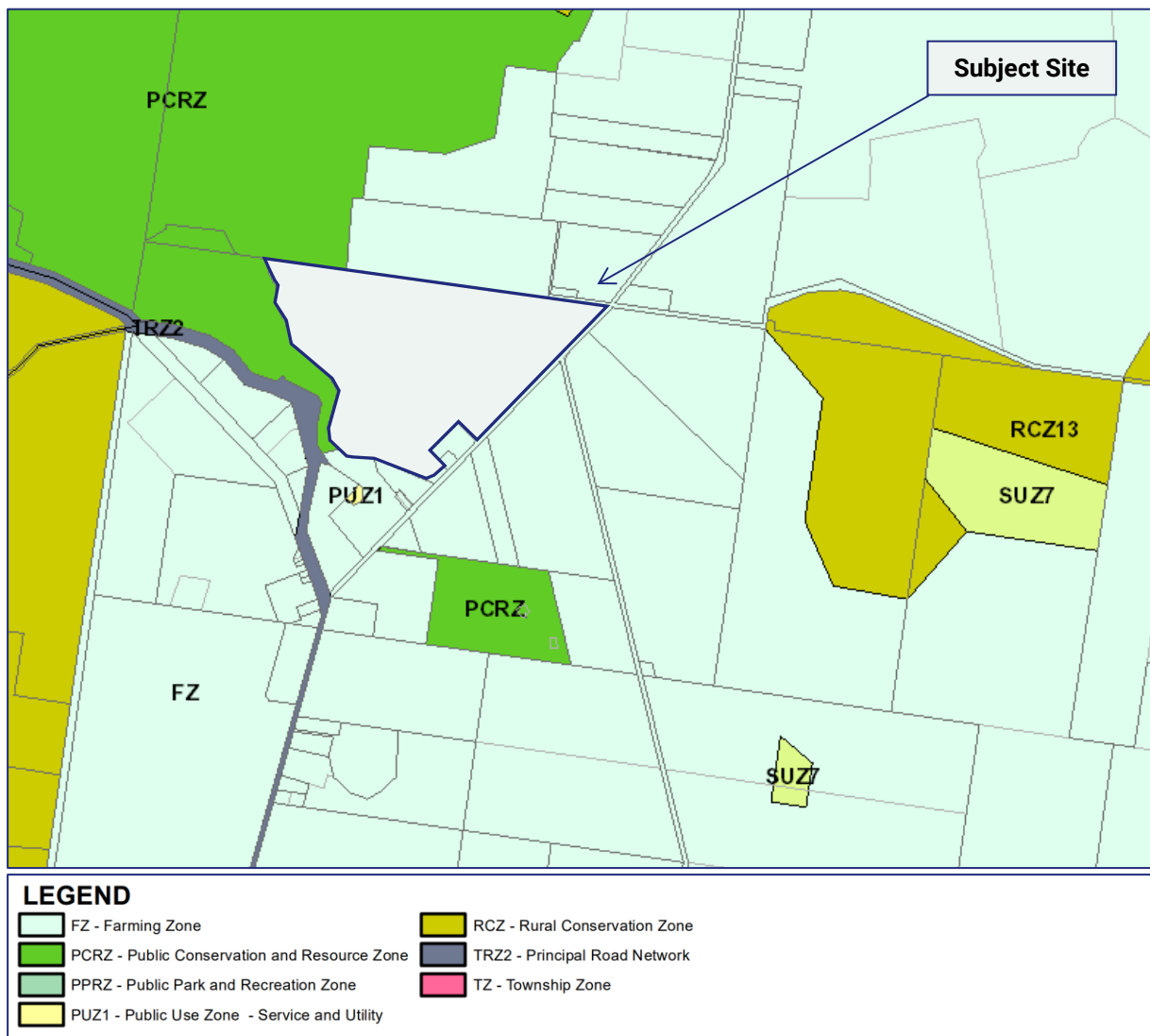


Figure 5: Land Use Zoning Map (Source: Planning Schemes Online)

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3.2. Transport Network

3.2.1. Road Network

The subject site directly abuts Staughton Vale Road along its south-eastern boundary.

Staughton Vale Road is classified as a 'Category 4 Link Road – Rural'¹ managed by the City of Greater Geelong and is generally aligned in a northeast-southwest direction between Murphys Road in the north (where it continues as Bacchus Marsh-Balliang Road) and Geelong-Ballan Road in the south.

In the vicinity of the site, Staughton Vale Road has a sealed carriageway width of approximately 7m and provides a single traffic lane in each direction, with unsealed verges on each side.

There is no posted speed limit on Staughton Vale Road and as such, the default rural road speed limit of 100km/h applies.

Granite Road is classified as a 'Category 2 Local Road – Rural', 'Category 3 Collector Road – Rural' or 'Category 4 Link Road – Rural'¹ managed by the City of Greater Geelong. The sections of Granite Road used to access the site between Bacchus Marsh Grammar main campus in Maddingley to the Staughton Vale campus (subject site) are classified as a collector road or link road.

Granite Road is generally aligned in an east-west direction between Stoney Creek Road in the east and Staughton Vale Road in the west.

In the vicinity of the site, Granite Road has a sealed carriageway width of approximately 6m and provides a single traffic lane in each direction, with unsealed verges on each side.

There is no posted speed limit on Granite Road and as such, the default rural road speed limit of 100km/h applies.

The intersection between Staughton Vale Road and Granite Road is controlled by a Stop sign, with priority given to traffic on Staughton Vale Road.

Photographs of the surrounding road network are presented in Figure 6 to Figure 9 below².

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¹ As defined in the *City of Greater Geelong - Municipal Public Road Register*.

² Images sourced from Google Street View, dated April 2023.



Figure 6: Staughton Vale Road – view northeast



Figure 7: Staughton Vale Road – view southwest



Figure 8: Granite Road – view east



Figure 9: Granite Road – view west

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4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use categories of 'primary school' and '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 purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local 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.*

The Planning Scheme sets out the parking requirements for new developments under Table 1 at Clause 52.06-5. In this regard Clause 52.06-5 states:

The car parking requirement for a use specified in Table 1 is calculated by multiplying the corresponding number specified in Category 1, 2, 3 or 4 (as applicable) by the corresponding measure. If the measure is specified as a per cent of the site area, the corresponding number specified in Category 1, 2, 3 or 4 is the per cent of the site area to be set aside for car parking.

The site is located within the Category 1 area and accordingly, the Category 1 rates set out at Table 1 of Clause 52.06-5 apply to the site.

An assessment of the car parking requirement of the development against the rates presented at the car parking table at Clause 52.06-5 of the Planning Scheme is set out in the tables below.

The first table represents the normal use of the land, and the second table represents the 16 times per year, where an increased student cap is sought on the site.

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Table 1: Statutory Car Parking Assessment – Category 1

Use	No.	Statutory Parking Rate (Category 1 – Minimum Car Parking Rates)	Car Parking Req. ^(Note 1)	Car Parking Provision	Shortfall/Surplus
Primary School	300 students 25 staff	1 space to each employee	25	25	-
Secondary school	150 students 15 staff	1 space to each employee	15	9	- 6
TOTAL			40	34	- 6 ⁽²⁾
<i>Additional Parallel Spaces</i>				8	+ 8
Note 1: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, the number of spaces should be rounded down to the nearest whole number. Note 2: Due to the location and intended use of the spaces, the additional 8 parallel spaces have not been considered in relation to reducing the shortfall of parking.					

Based on the above, the development has a requirement for 40 car spaces. As 34 car spaces are provided on the site (excluding the parallel overflow car parking), the development seeks a car parking reduction for 6 car spaces for staff of the secondary school component.

Table 2: Statutory Car Parking Assessment – 16 Times Per Year

Use	No.	Statutory Parking Rate (Column A)	Car Parking Req. ^(Note 1)	Car Parking Provision	Shortfall/Surplus
Primary School	300 students 25 staff	1 space to each employee	25	25	-
Secondary school	450 students 40 staff	1 space to each employee	40	9	-31
TOTAL			65	34	-31
<i>Additional Parallel Spaces</i>				8	+ 8
Note 1: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, the number of spaces should be rounded down to the nearest whole number.					

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For 16 times per year, the development generates a statutory requirement for 65 car spaces to suit the increased student numbers. Under this scenario, the development seeks a reduction for 31 car spaces (not considering the 8 parallel spaces provided).

Disabled Parking

Clause 52.06-9 states that:

The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.

One disabled car space is required under the NCC for the development. As one disabled car space is provided for the development in accordance with AS2890.6-2022, the requirements of the NCC have been met on-site.

4.2. Reducing the Requirement for Car Parking

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.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.

4.2.1. Car Parking Demand Assessment

The primary school component of the development does not seek a reduction in car parking, i.e. 25 car spaces are provided to meet the statutory requirement of 25 car spaces.

However, the secondary school component of the development seeks a reduction in car parking for 6 car spaces, from 15 spaces to 9 spaces.

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We have considered the car parking demands of the proposal and have been instructed by Bacchus Marsh Grammar that 9 car spaces on the site can accommodate the car parking demands of the proposal, including on special event days (16 times per year). This is because the car spaces are typically used by the co-ordinator and maintenance staff only (2 vehicles), with some additional staff occasionally driving directly to the site.

In the unlikely event that an overflow of car parking is generated, additional car parking can be accommodated within the parallel overflow spaces adjacent to the primary school component of the site, where 8 car spaces are provided. Furthermore, the area in close proximity to the secondary school buildings is generally quite flat, and any overflow car parking by any additional staff that drive to the site can be accommodated around the periphery of the bus turnaround area, clear of buses.

In the event of overflow car parking being generated, this occur entirely within the site, with no external car parking demands generated to Staughton Vale Road.

Based on the above, the proposed car parking on the site is anticipated to accommodate the demands of the proposal at all times and the car parking reduction is considered appropriate.

This includes on special event days, where the same transport process occurs for transporting students and staff to the site. Whilst the number of staff and students will increase for these 16 times per year, there will not necessarily be an increase in parking demands, as all students and the vast majority of staff will arrive by bus.

4.3. Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. In this instance, the statutory bicycle parking requirement is calculated based on the increase to the measure of Table 1 to Clause 52.34-5.

For primary and secondary schools, the measure for bicycle parking is based on staff numbers (employee spaces) and student numbers (visitor spaces).

The rates for bicycle parking under Clause 52.34-5 is as follows:

Primary School:

1 visitor space to each 5 pupils over year 4.

1 employee space to each 20 employees.

Secondary School:

1 visitor space to each 5 pupils.

1 employee space to each 20 employees.

The proposed development requires a total of 50, including

- 19 for the primary school (18 students and 1 staff), and
- 31 for the secondary school (30 students and 1 staff).

Based on the proposed operating characteristics of the site, no staff or students will cycle to the Staughton Vale campus, with all staff and students arriving via bus from the Bacchus

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Marsh main campus. As such, we are satisfied that a waiver of the statutory bicycle parking requirements is acceptable under the decision guidelines of Clause 52.34-4.

Furthermore, the site is relatively inaccessible by bicycle particularly for younger riders given the configuration and speed limit of Staughton Vale Road.

If bicycle parking is required under special circumstance, there is sufficient space on the site to accommodate bicycle rails if required.

4.4. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2022 – Part 6: Off-Street Car Parking for People with Disabilities.

An assessment against the relevant design standards of the Planning Scheme and Australian Standards (where relevant) is provided in the table below.

Table 3: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Complies.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	✓	Complies. All accessways greater than 4.2m wide.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	✓	Complies.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	N/A	No overhead obstructions.
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.	✓	Complies.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Passing maintained at the site's entrance. Passing is provided throughout the proposed carparking areas and at two locations along the accessway between the site access and the access to the primary school carpark.

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Requirement	Assessment	Design Response																																
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m 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.	✓	Complies.																																
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 6m from the road carriageway.	✓	Complies.																																
If entry to the car space is from a road, the width of the accessway may include the road.	N/A	Not applicable.																																
Clause 52.06-9 Design Standard 2 – Car Parking Spaces																																		
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.	✓	All car spaces are provided in accordance with Clause 52.06-9. Access to car spaces within the carpark has been checked for the B85 design vehicle. We are satisfied that access to all car spaces can be achieved and is satisfactory.																																
<table><tr><th>Angle of car spaces to accessway</th><th>Accessway width</th><th>Car park width</th><th>Car park 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>90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td></td><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td></td><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td></td><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></table>			Angle of car spaces to accessway	Accessway width	Car park width	Car park 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
Angle of car spaces to accessway			Accessway width	Car park width	Car park 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																															
Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. 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).																																		
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:	✓	Complies.																																
• 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.																																		

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Requirement	Assessment	Design Response
Diagram 1 Clearance to car parking spaces Dimensions in millimetres ▨ Clearance required ■ Tree or column permitted		This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright
Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.	N/A	Not applicable.
Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.	N/A	Not applicable.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A	Not applicable.
Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.	✓	Complies, a DDA car space and shared area have been provided in accordance with AS2890.6-2022.
Clause 52.06-9 Design Standard 3 - Gradients		
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. 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.	✓	The grades over the first 5m into the site do not exceed 1:10 (10%). Complies.
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.	N/A	No ramps proposed.

ADVERTISED PLAN

Traffic Impact Assessment

155 Staughton Vale Road, Staughton Vale

Requirement			Assessment	Design Response													
<table><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>			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%)		
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.			✓	Complies.													
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			✓	Complies.													
Clause 52.06-9 Design Standard 4 – Mechanical Parking																	
At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.			N/A	No mechanical car parking.													
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.			N/A														
The design and operation is to the satisfaction of the responsible authority.			N/A														
Clause 52.06-9 Design Standard 5 – Urban Design																	
Ground level car parking, garage doors and accessways must not visually dominate public space.			N/A	These matters are more related to urban design, rather than specifically traffic engineering.													
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.																	
Design of car parks must take into account their use as entry points to the site.																	
Design of new internal streets in developments must maximise on street parking opportunities.			N/A	No internal streets proposed where on-street car parking would be appropriate.													
Clause 52.06-9 Design Standard 6 – Safety																	
Car parking must be well lit and clearly signed.			✓	Lighting of the carpark can be addressed as part of the detailed design stage.													

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ADVERTISED PLAN

Traffic Impact Assessment

155 Staughton Vale Road, Staughton Vale

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Requirement		Assessment	Design Response
			The signage within the carpark can be addressed within a Car Parking Management Plan, if required.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.		✓	We are satisfied that the common accessway naturally provides good sightlines.
Pedestrian access to car parking areas from the street must be convenient.		0	It is unlikely pedestrian will enter the site via Staughton Vale Road.
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.		✓	Pedestrian routes are clearly shown throughout the carpark.
Clause 52.06-9 Design Standard 7 - Landscaping			
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.		N/A	These requirements are not specifically related to traffic engineering matters.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.			

4.5. Loading and Waste Collection Arrangements

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

4.5.1. Loading

The loading demands generated by the school will be irregular, and will be undertaken by smaller trucks or vans. These vehicles can use the bus bays outside of peak school periods, and the carpark for specific deliveries if need be.

4.5.2. Waste Collection

Waste collection can occur via a private contractor within the bus bays or car parking areas outside of the school peak periods using a large rear or side loader vehicle (10.8m waste collection vehicle). Swept path diagrams for this vehicle circulating the site is shown in Appendix B, demonstrating appropriate access for this vehicle.

We are satisfied the waste collection arrangements will be undertaken on-site, will be acceptable from a traffic engineering perspective.

Traffic Impact Assessment

155 Staughton Vale Road, Staughton Vale

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A Waste Management Plan has been prepared by our office (G30722R-03B) detailing the waste management procedures for the site.

4.6. Traffic Impact Assessment

Traffic generated by the site will be primarily associated with buses and staff trips only. There will be some trips generated by passenger vehicles associated with the school co-ordinator, maintenance vehicles, and occasionally parents.

The following assumptions have been made regarding the traffic generation of the site for normal operation):

- Each bus will generate an arrival and departure trip throughout the day (2 trips/bus/day)
- Each bus will generate 2 trips in each of the AM drop-off and PM pick-up periods
- Staff will generate 1 trip in each of the AM drop-off and PM pick-up periods
- Other passenger vehicles will generate up to 20 trips per day

Based on a 58-seater coach, no more than 10 buses will be required to transport the proposed 450 students to and from the site.

The Table 4 summarises the traffic generation of the proposal.

Table 4: Expected Traffic Generation for Each Development Scenario

Vehicle	Size/No.	Daily Traffic Generation Rate	Daily	Peak Traffic Generation Rate	Peak hour
Buses	450 students 10 buses	4/bus	40	2/bus	20
Passenger vehicle	34 staff (based on number of spaces provided)	2/staff member + 20 trips	88	1/staff member +10 trips	44
Total			128		64

This level of traffic is low in the context and role of Staughton Vale Road as a Link Road and represents in the order of one vehicle movement per minute (entry or exit) during the peak hours for the school (i.e. the AM peak hour and the PM School peak hour).

Accordingly, we are satisfied that the traffic impacts of the proposal are acceptable and will not have a detrimental impact on the safety or operation of Staughton Vale Road.

4.6.1. Special Event Day Traffic Generation

The above traffic generation estimates have been replicated for the 16 days throughout the year where 750 students will attend the site. It is unlikely that all of these movements occur during the peak hour, as the movements will likely be staggered across the morning for students to access and make use of the site more efficiently. Regardless, the below table details the impact of the total number of bus movements during the one hour period.

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Traffic Impact Assessment

155 Staughton Vale Road, Staughton Vale

Based on a 58-seater coach, no more than 15 buses will be required to transport the proposed 750 students to and from the site.

The Table 4 summarises the traffic generation of the proposal.

Table 5: Expected Traffic Generation for Each Development Scenario

Vehicle	Size/No.	Daily Traffic Generation Rate	Daily	Peak Traffic Generation Rate	Peak hour
Buses	750 students 15 buses	4/bus	60	2/bus	30
Passenger vehicle	34 staff (based on number of spaces provided)	2/staff member + 20 trips	88	1/staff member +10 trips	44
Total			148		74

This level of traffic is also low in the context and role of Staughton Vale Road as a Link Road.

Accordingly, we are satisfied that the traffic impacts of the proposal during special event days are acceptable and will not have a detrimental impact on the safety or operation of Staughton Vale Road.

5. Response to RFI

The table below sets out the direct responses to the RFI items set out within the letter prepared by CoGG dated 19th March, 2026.

RFI Item	Response
<i>Further to the above, a reduction in the required car parking is not supported for this site. The staff will all be reliant on travel by private vehicle, given the distance from any viable public transport. All car parking as required by Clause 52.06-5 must be supplied. It is also considered unsatisfactory that the private accessway and overflow 'formal' car parking is unsealed, given it is a standard expectation of rural development that use is serviced by an all-weather sealed access.</i>	Staff for the primary school component of the school will most likely be reliant on private car travel to the site. Accordingly, the statutory car parking demand will be provided for this component (25 car spaces representing one car space per staff member). However, staff of the secondary school component of the school will not be reliant upon private car travel to the site. This component of the school accommodates short term usage across the course of school day which begins at the Maddingly Campus. Accordingly, staff will access the Maddingly campus at the start of the day. Then at some point across the day they will be transported with their students to the subject site and then transported back. There will be some circumstances where staff may require access to a car space at the subject

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RFI Item	Response
	site. However, this is an exception. Therefore the provision of 9 car spaces for this component of the land is appropriate to accommodate intermittent staff demands and maintenance staff of the subject site.
2. Swept path diagram showing waste truck access and collection from waste storage area must be provided.	These swept paths have been provided at Appendix B to this report. The swept paths detail appropriate access and circulation for the relevant vehicles.
5. As the site is entirely dependent on private vehicle travel for staff, any reduction of the required car parking will not be supported, and it is recommended that formal car parking spaces are provided on-site to meet the minimum statutory rate. The applicant must demonstrate the 15 Formal Car Spaces for the Secondary School and clearly show the provision of an additional 25 Informal Overflow Car Spaces for days when attendance of staff and students is at its peak	See above response regarding the car parking demands of staff for the development. we do not believe that the additional car parking on the site is not necessary. Informal car parking could be shown on the plans as a condition of permit, if required by the Responsible Authority.
6. Unsatisfactory evidence has been submitted to demonstrate that the entire site can accommodate two-way vehicle traffic.	The amended plans include two passing bays located between the site access point and the staff carpark for the primary school. This link is where the majority of traffic will be isolated to. The passing bays are detailed in the plans and are provided to achieve two-way passing between a bus and a passenger car. These passing bays significantly increase the capacity of the internal road to far beyond what is expected to be generated by the site, including during special event days. It is unnecessary that the entire site be able to accommodate two-way traffic, and the provision of passing bays in this fashion decreases the need for road works at the site, while also providing additional capacity for the road.

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6. Conclusions

Having undertaken a detailed traffic impact assessment of the proposed school at 155 Staughton Vale Road, Staughton Vale, we are of the opinion that:

- a) the proposed school has a statutory car parking requirement for a total of 40 car spaces during normal operation and 65 spaces during the 16 times per year that the school has additional students at the secondary school component,
- b) as 31 car spaces are provided on the site (excluding the overflow parallel car parking area), the development seeks a car parking reduction under Clause 52.06-7 of the Planning Scheme,
- c) we are satisfied that the provision of car parking is acceptable on the basis that,
 - i) buses will transport students to and from the site,
 - ii) staff associated with the secondary school component of the development will also be transported to and from the campus via bus services,
 - iii) the overflow car parking areas, including the parallel car parking near the primary school building and informal areas around the periphery of the bus turnaround area can support an overflow of car parking if required,
- d) a waiver of the statutory bicycle parking requirements is acceptable based on the operating characteristics of the Staughton Vale campus, the lack of bicycle network, and the unsuitability of the surrounding road network to support bicycle movements from younger riders,
- e) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1-2004 (where relevant) and current practice,
- f) the level of traffic generated by the proposed amendment can be accommodated without any adverse impacts to the operation of the local road network,
- g) the on-site carpark, bus bays and service roads provide adequate locations to facilitate the loading requirements of a school,
- h) waste collection will be undertaken by a private contractor within the school, and this is acceptable, and
- i) there are no traffic engineering reasons why a planning permit for the proposed school at 155 Staughton Vale Road, Staughton Vale, should be refused, subject to appropriate conditions.

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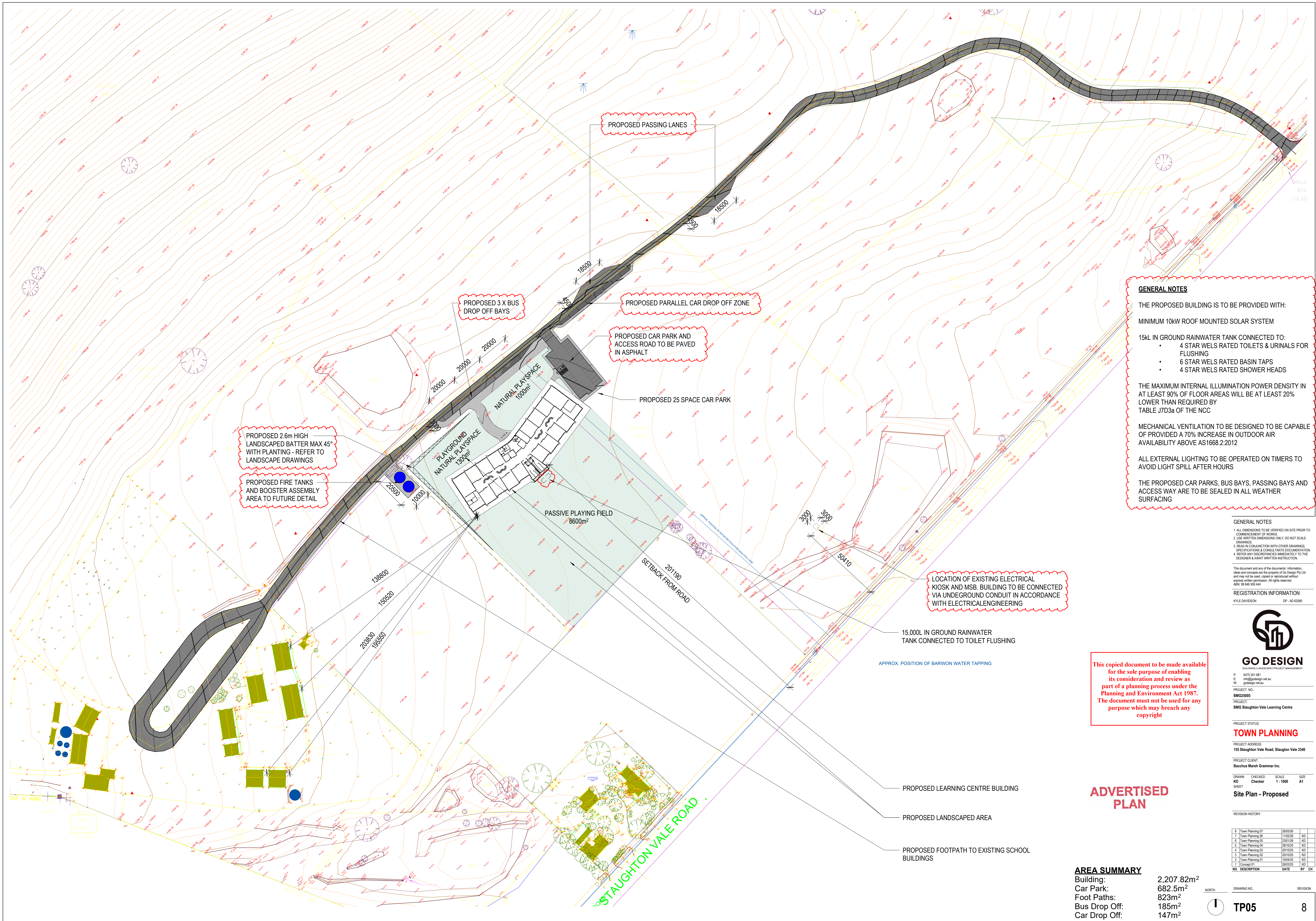


Appendix A

Development Plans

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GENERAL NOTES

THE PROPOSED BUILDING IS TO BE PROVIDED WITH:

MINIMUM 10KW ROOF MOUNTED SOLAR SYSTEM

15KL IN GROUND RAINWATER TANK CONNECTED TO:

- 4 STAR WELS RATED TOILETS & URINALS FOR FLUSHING
- 6 STAR WELS RATED BASIN TAPS
- 4 STAR WELS RATED SHOWER HEADS

THE MAXIMUM INTERNAL ILLUMINATION POWER DENSITY IN AT LEAST 90% OF FLOOR AREAS WILL BE AT LEAST 20% LOWER THAN REQUIRED BY TABLE J7D3a OF THE NCC

MECHANICAL VENTILATION TO BE DESIGNED TO BE CAPABLE OF PROVIDED A 70% INCREASE IN OUTDOOR AIR AVAILABILITY ABOVE AS1668.2:2012

ALL EXTERNAL LIGHTING TO BE OPERATED ON TIMERS TO AVOID LIGHT SPILL AFTER HOURS

THE PROPOSED CAR PARKS, BUS BAYS, PASSING BAYS AND ACCESS WAY ARE TO BE SEALED IN ALL WEATHER SURFACING

GENERAL NOTES

1. ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS.

2. USE WRITTEN DIMENSIONS ONLY. DO NOT SCALE DRAWINGS.

3. READ IN CONJUNCTION WITH OTHER DRAWINGS, SPECIFICATIONS & CONSULTANTS DOCUMENTATION.

4. REFER ANY DISCREPANCIES IMMEDIATELY TO THE DESIGNER & Awaiting WRITTEN INSTRUCTION.

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APRIL 2018 05/04/2018

REGISTRATION INFORMATION

KYLE DAVIDSON DP-AD-02268



GO DESIGN

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PROJECT NO: BMG25005

PROJECT: BMG Stoughton Vale Learning Centre

PROJECT STATUS

TOWN PLANNING

PROJECT ADDRESS: 155 Stoughton Vale Road, Stoughton Vale 3340

PROJECT CLIENT: Bacchus Marsh Grammar Inc.

DRAWN: KD CHECKED: KD SCALE: 1:1000 SIZE: A1

SHEET: 1

Site Plan - Proposed

REVISION HISTORY

8 Town Planning 07 26/05/26 KD

7 Town Planning 06 23/07/26 KD

6 Town Planning 05 23/07/26 KD

5 Town Planning 04 28/10/25 KD

4 Town Planning 03 20/10/25 KD

3 Town Planning 02 20/10/25 KD

2 Town Planning 01 10/04/25 KD

1 Concept 01 26/05/25 KD

NO. DESCRIPTION DATE BY CH

DRAWING NO: TP05 REVISION: 8

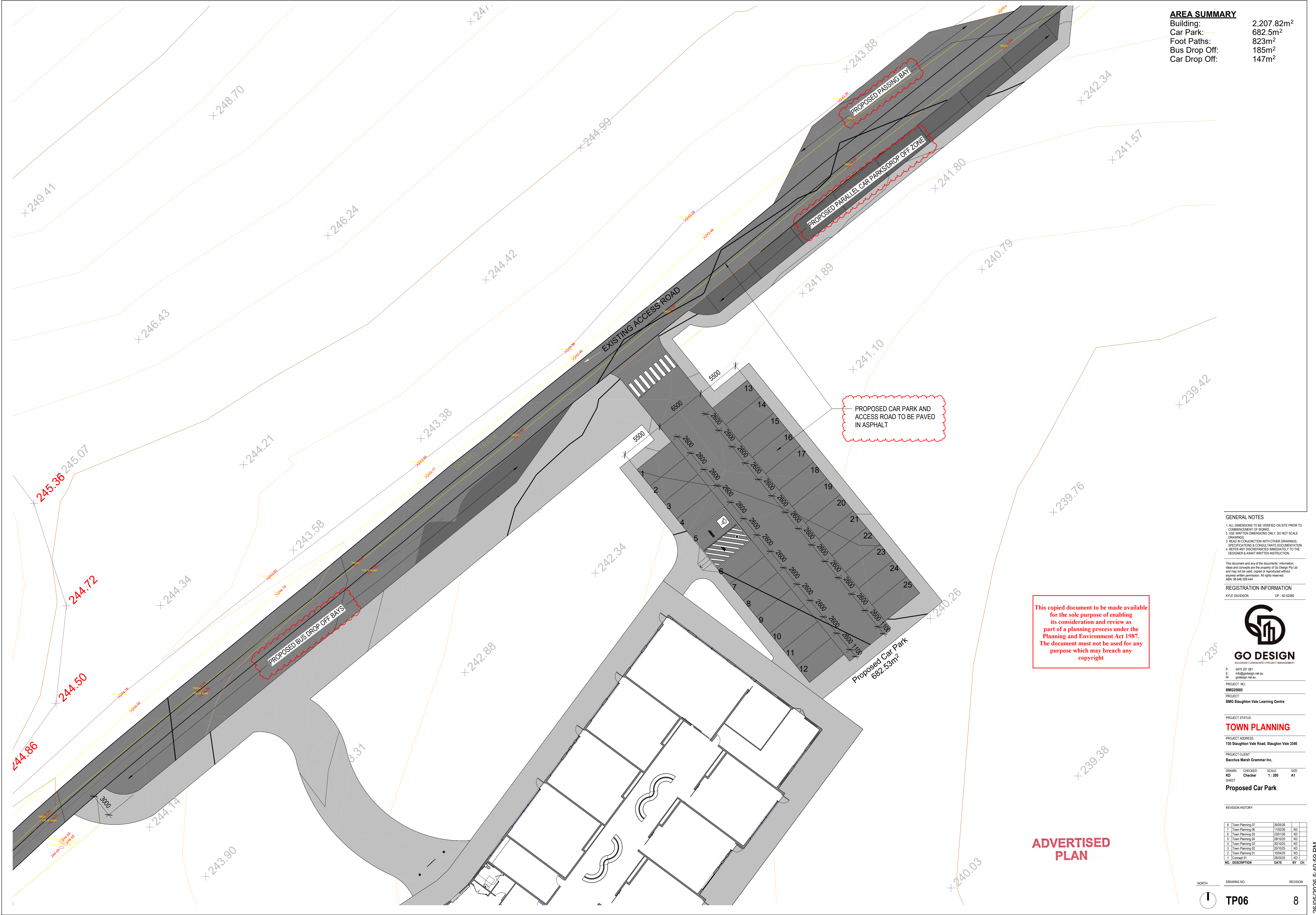
ADVERTISED PLAN

AREA SUMMARY

Building: 2,207.82m²
Car Park: 682.5m²
Foot Paths: 823m²
Bus Drop Off: 185m²
Car Drop Off: 147m²

NORTH





AREA SUMMARY

Building:	2,207.82m ²
Car Park:	682.5m ²
Foot Paths:	823m ²
Bus Drop Off:	185m ²
Car Drop Off:	147m ²

- GENERAL NOTES**
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GO DESIGN
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PROJECT NO: **BMG025005**
 PROJECT: **BMG Staughton Vale Learning Centre**

PROJECT STATUS
TOWN PLANNING

PROJECT ADDRESS
 155 Staughton Vale Road, Staughton Vale 3340

PROJECT CLIENT
 Bacchus Marsh Grammar Inc.

DRAWN	CHECKED	SCALE	SIZE
KD	Checker	1:200	A1

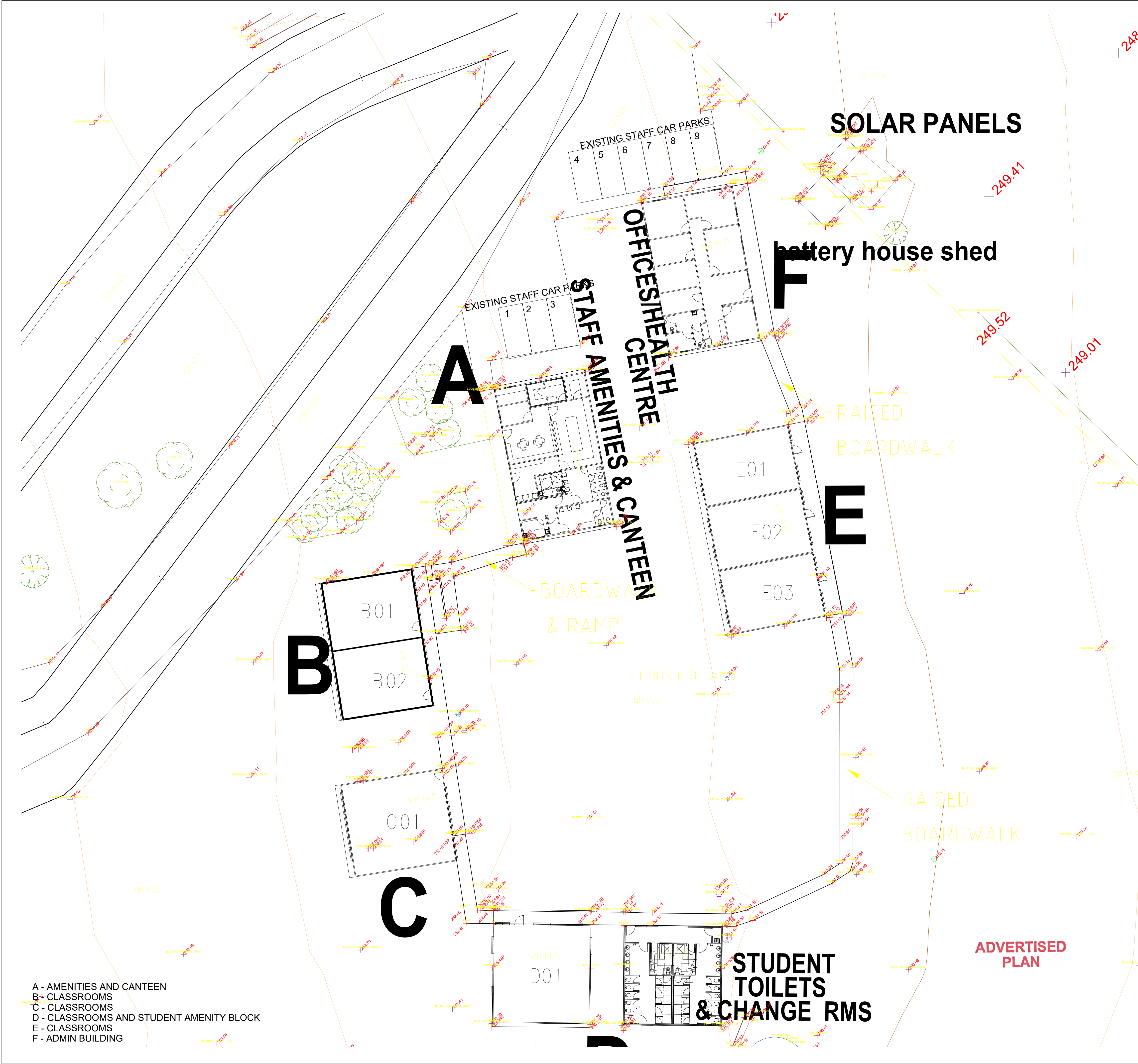
Proposed Car Park

REVISION HISTORY

NO.	DESCRIPTION	DATE	BY	CH
8	Town Planning 07	26/05/26	KD	
7	Town Planning 06	11/05/26	KD	
6	Town Planning 05	23/07/26	KD	
5	Town Planning 04	28/10/25	KD	
4	Town Planning 03	20/10/25	KD	
3	Town Planning 02	20/10/25	KD	
2	Town Planning 01	10/04/25	KD	
1	Concept 01	26/05/25	KD	

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ADVERTISED PLAN



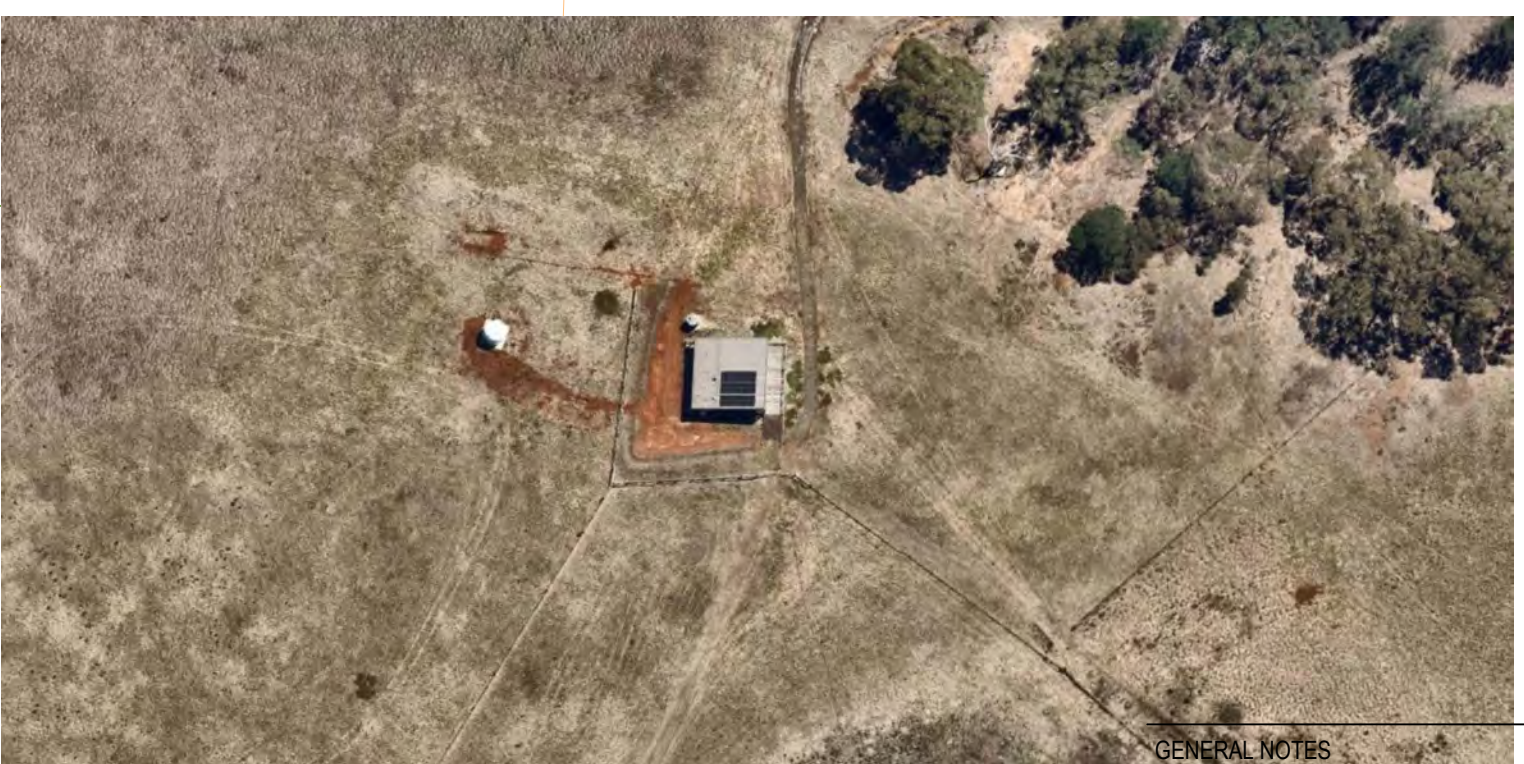
- A - AMENITIES AND CANTEEN
- B - CLASSROOMS
- C - CLASSROOMS
- D - CLASSROOMS AND STUDENT AMENITY BLOCK
- E - CLASSROOMS
- F - ADMIN BUILDING



EXISTING SCHOOL BUILDINGS



86 STAUGHTON VALE ROAD - BMG OWNED PROPERTY



EXISTING SCHOOL BUILDING - OBSERVATION CENTRE

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PROJECT NO: BMG25005
PROJECT: BMG Staughton Vale Learning Centre

PROJECT STATUS
TOWN PLANNING

PROJECT ADDRESS
155 Staughton Vale Road, Staughton Vale 3540

PROJECT CLIENT
Bacchus Marsh Grammar Inc.

DRAWN: KD
CHECKED: KD
SCALE: 1:200
SIZE: A1
SHEET

Site Plan - Existing Buildings

REVISION HISTORY

NO.	DESCRIPTION	DATE	BY	CH
8	Town Planning 07	26/05/26	KD	
7	Town Planning 06	11/02/26	KD	
6	Town Planning 05	23/07/26	KD	
5	Town Planning 04	28/10/25	KD	
4	Town Planning 03	20/10/25	KD	
3	Town Planning 02	20/10/25	KD	
2	Town Planning 01	10/04/25	KD	
1	Concept 01	26/05/25	KD	

DRAWING NO: **TP04** REVISION: **8**

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ADVERTISED PLAN

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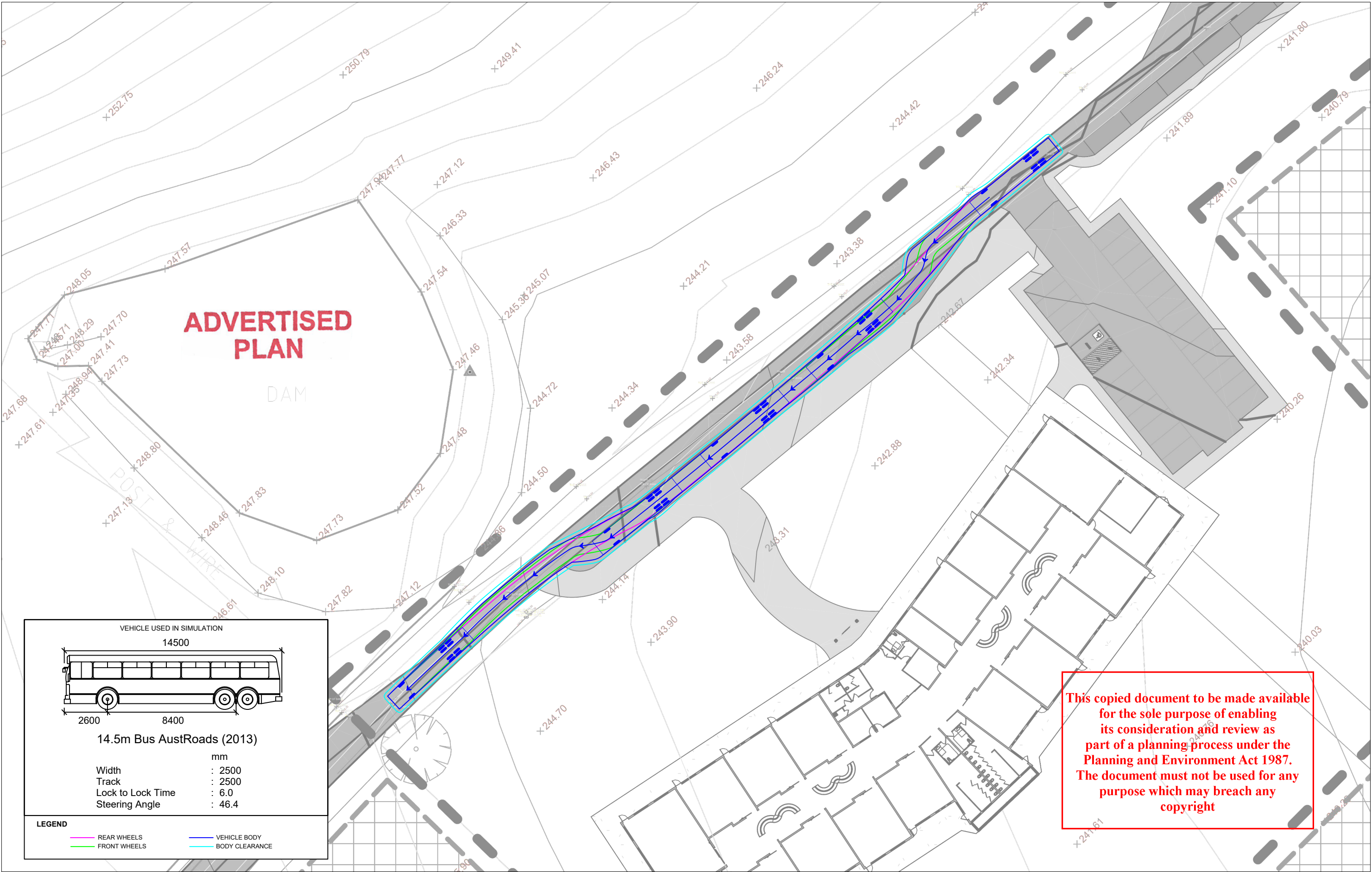


Appendix B

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Swept Path Diagrams

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A	17/02/2026	TOWN PLANNING	K. EWE	M. WOOLLARD
B	01/06/2026	UPDATED PLANS	K. EWE	M. WOOLLARD

155 STAUGHTON VALE ROAD, STAUGHTON VALE
PROPOSED SCHOOL

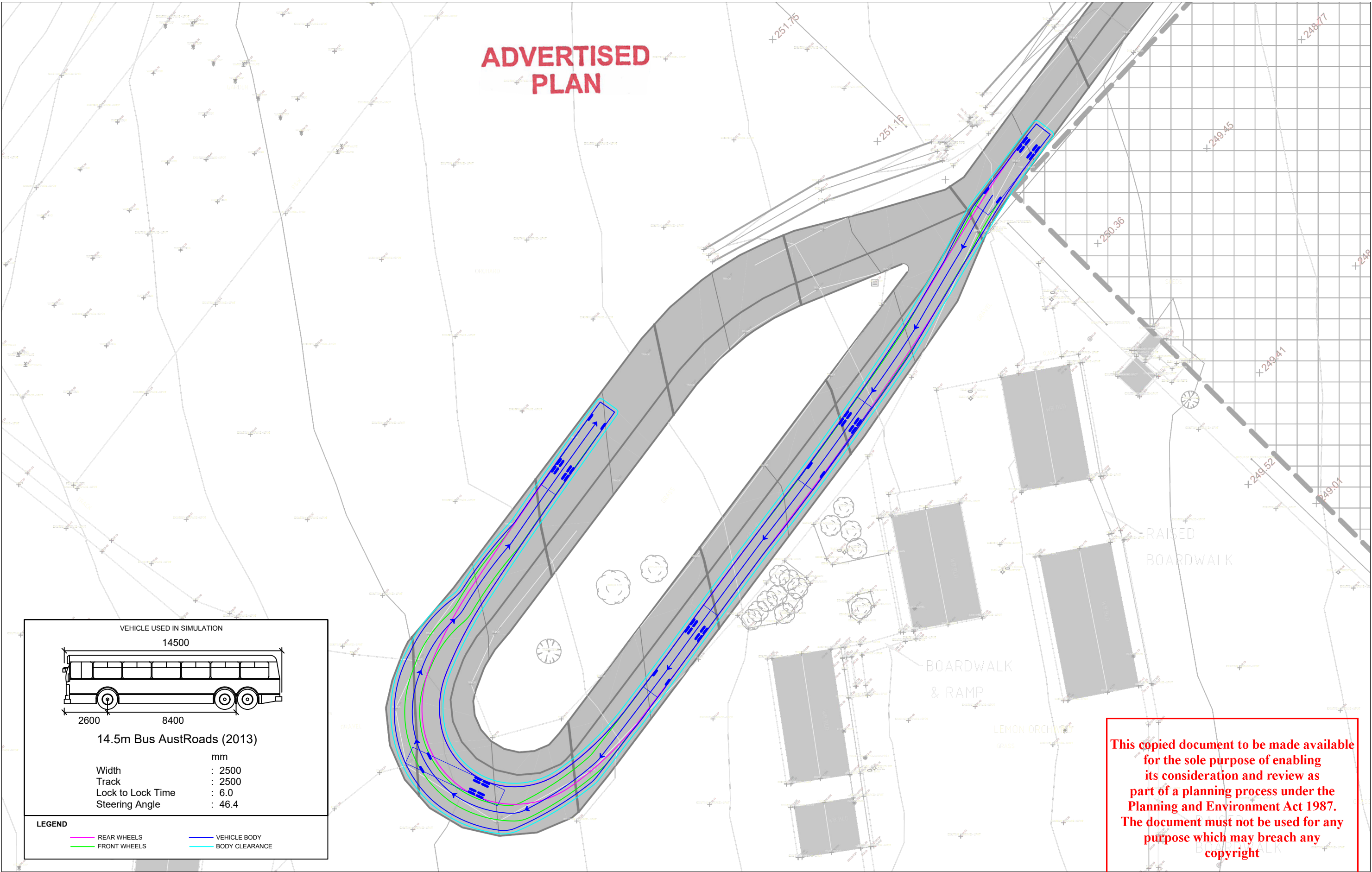
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B	01/06/2026	UPDATED PLANS	K. EWE	M. WOOLLARD

155 STAUGHTON VALE ROAD, STAUGHTON VALE
PROPOSED SCHOOL

GENERAL NOTES:
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26 MAY 2026"
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FILE NAME: G30722-03
SHEET NO.: 02

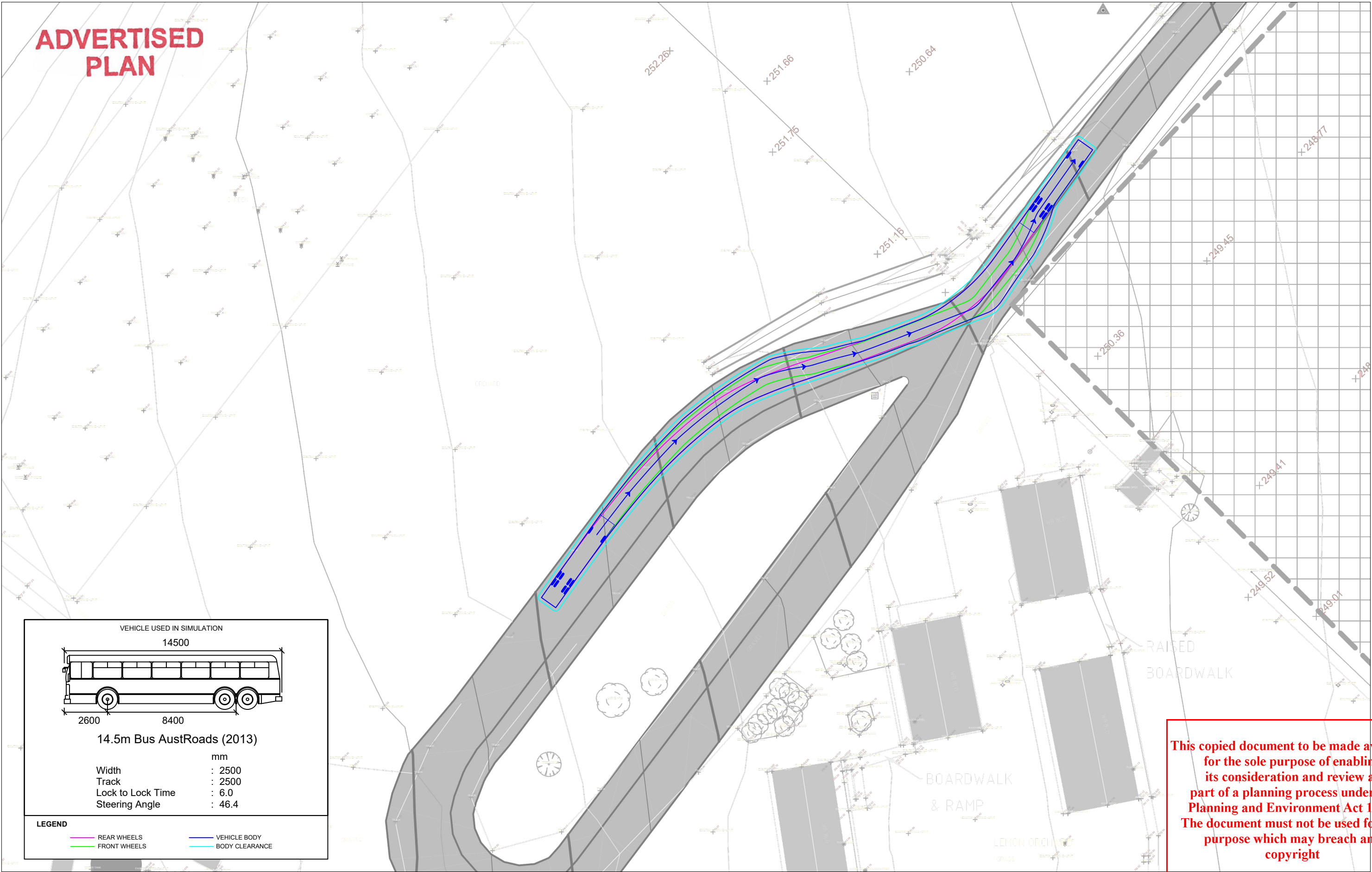


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155 STAUGHTON VALE ROAD, STAUGHTON VALE
PROPOSED SCHOOL

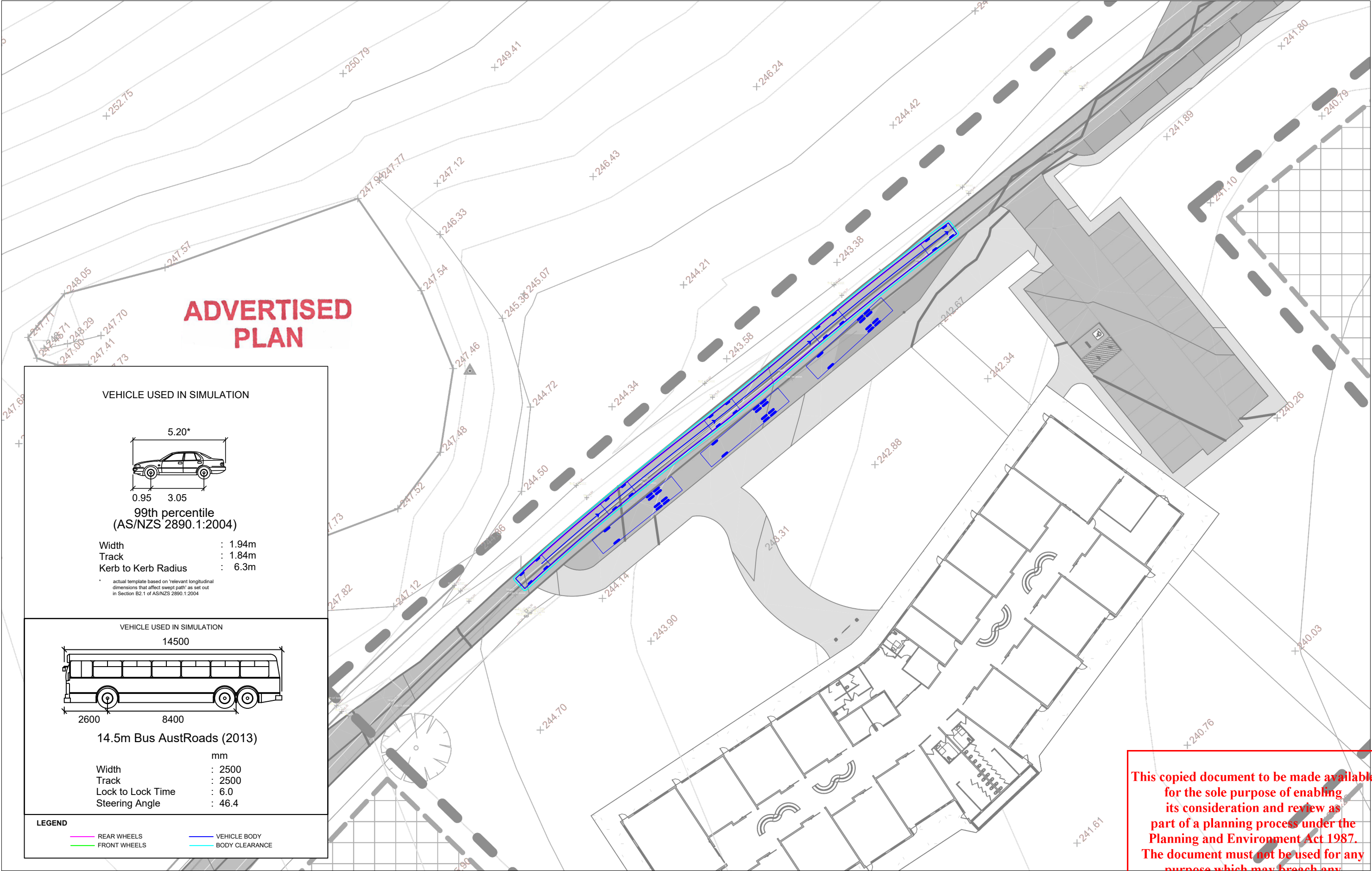
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B	01/06/2026	UPDATED PLANS	K. EWE	M. WOOLLARD

155 STAUGHTON VALE ROAD, STAUGHTON VALE
PROPOSED SCHOOL

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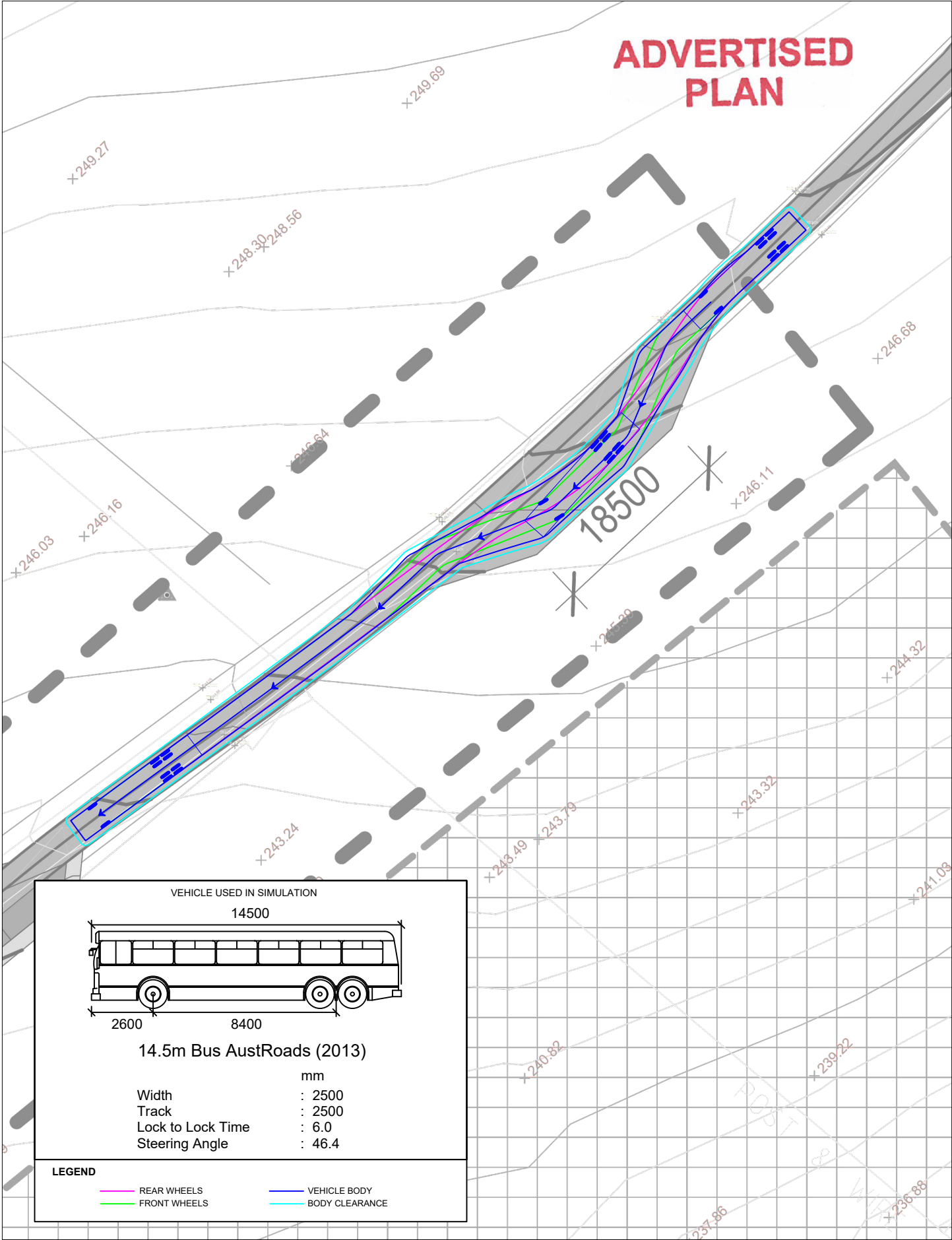
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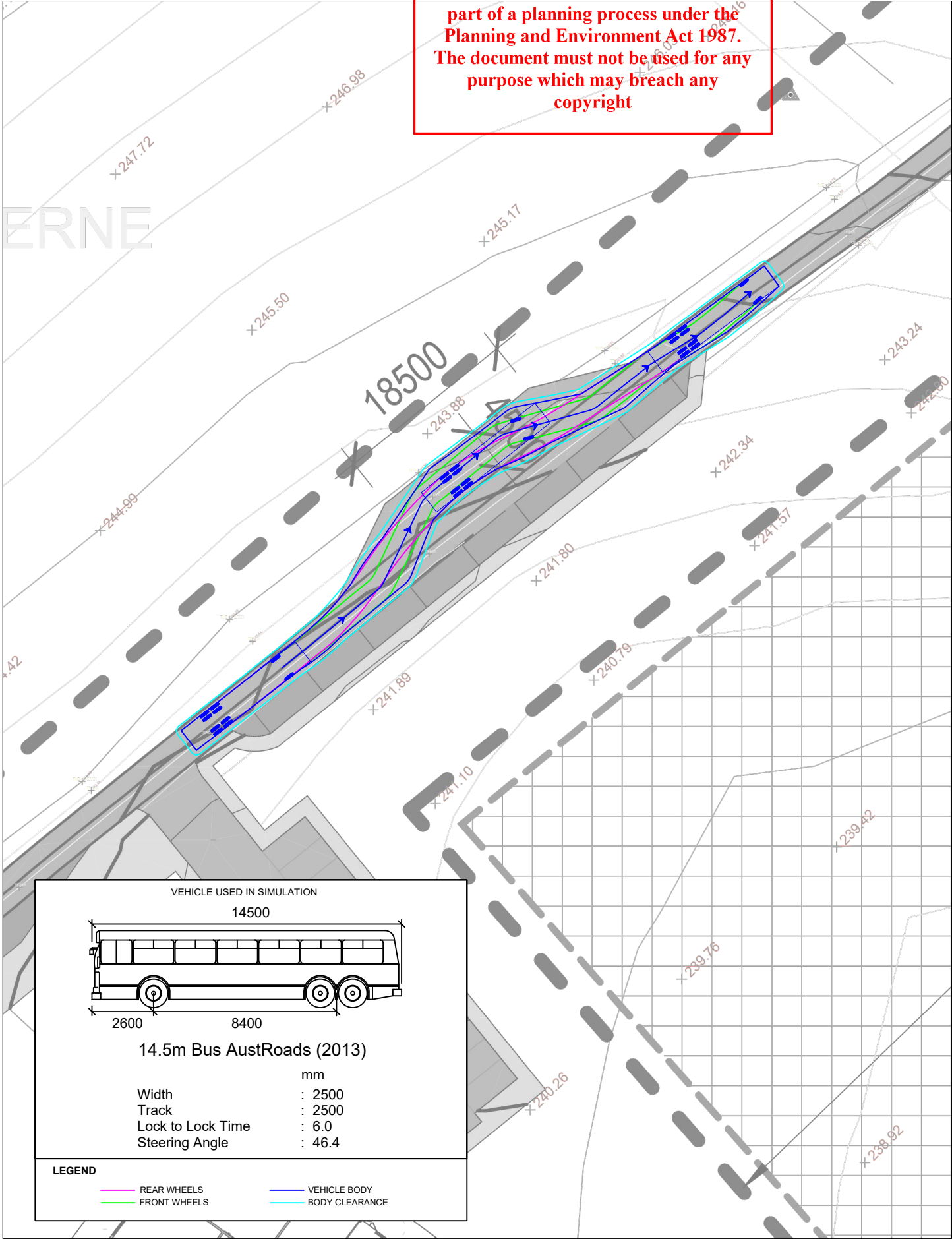
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B	01/06/2026	UPDATED PLANS	K. EWE	M. WOOLLARD

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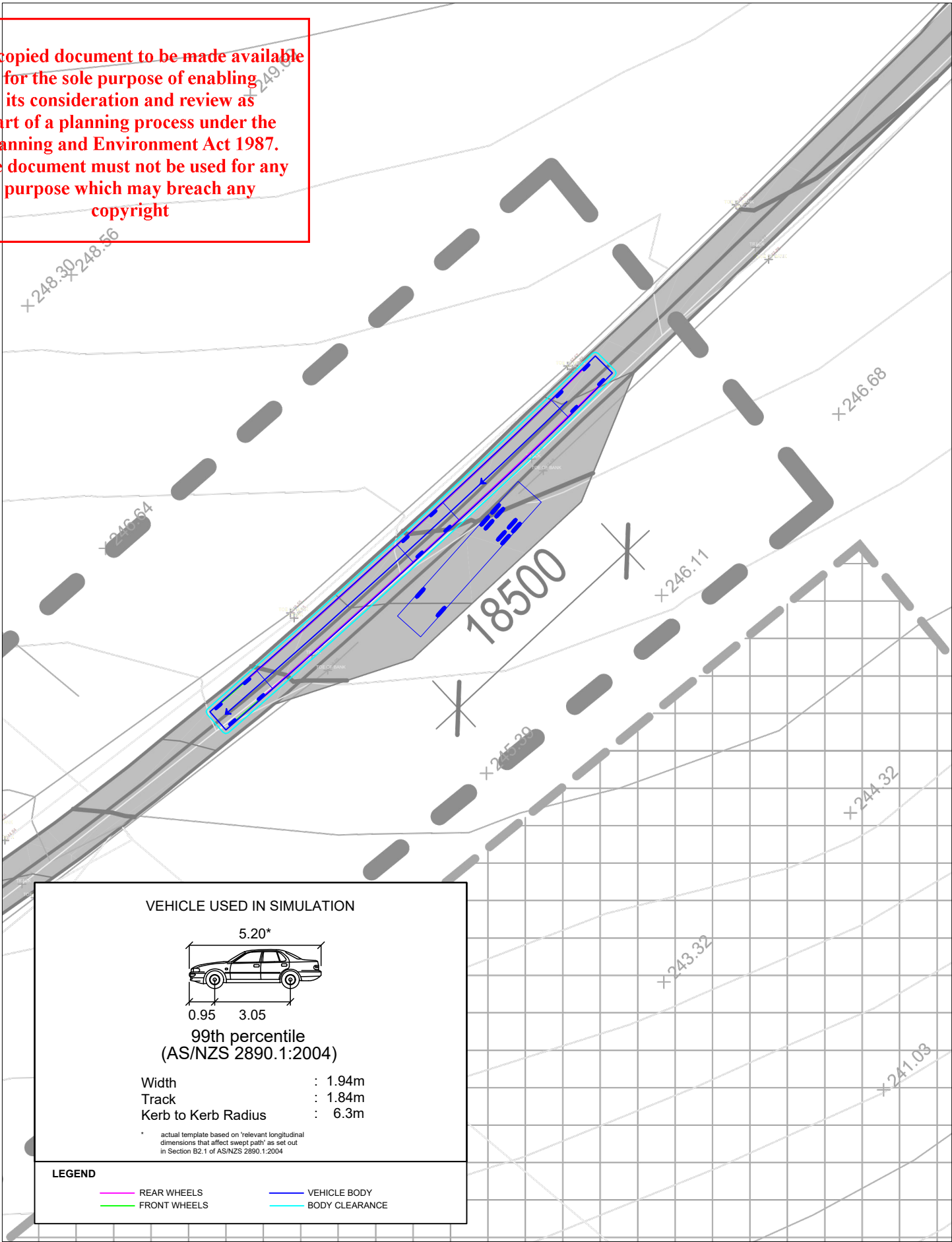


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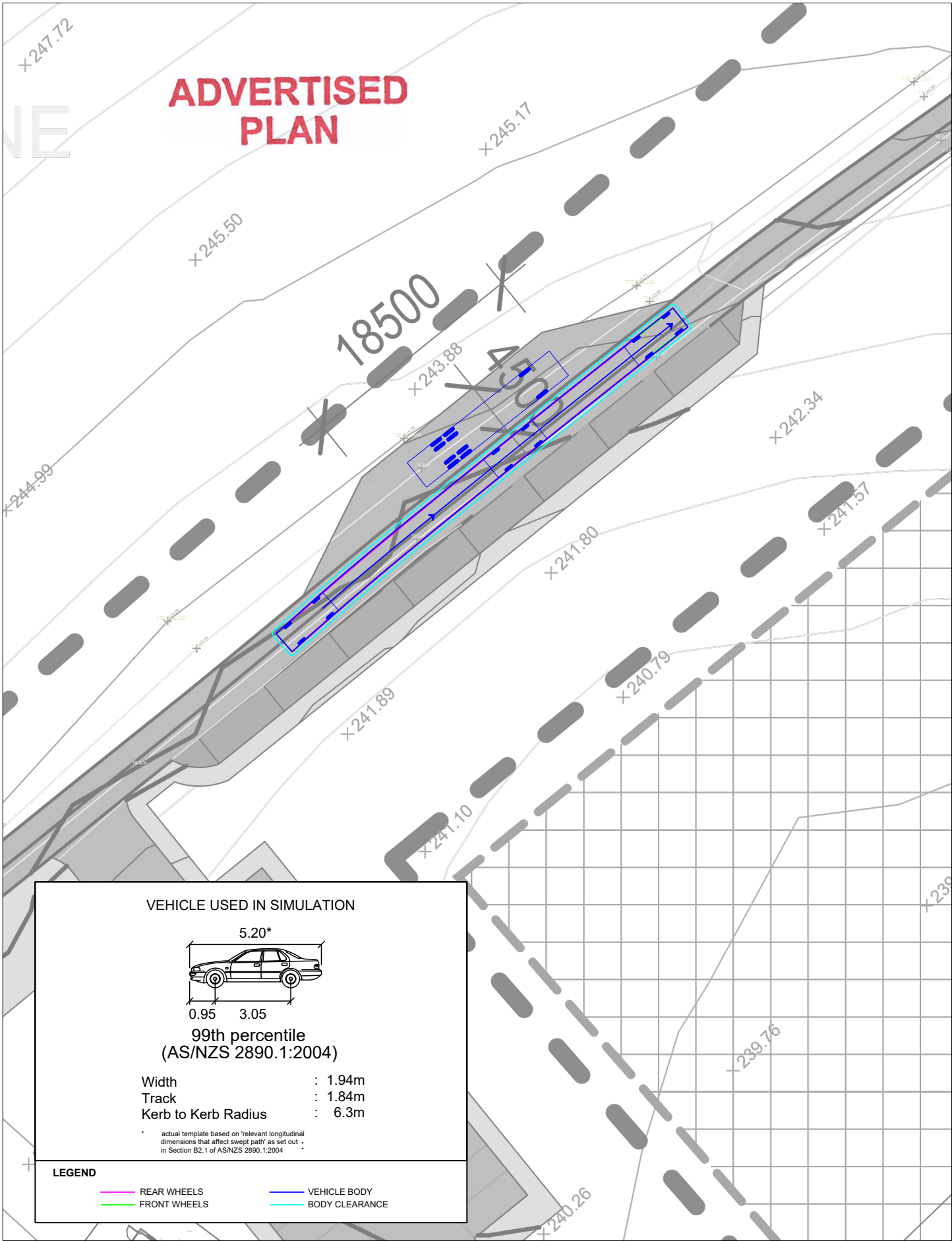
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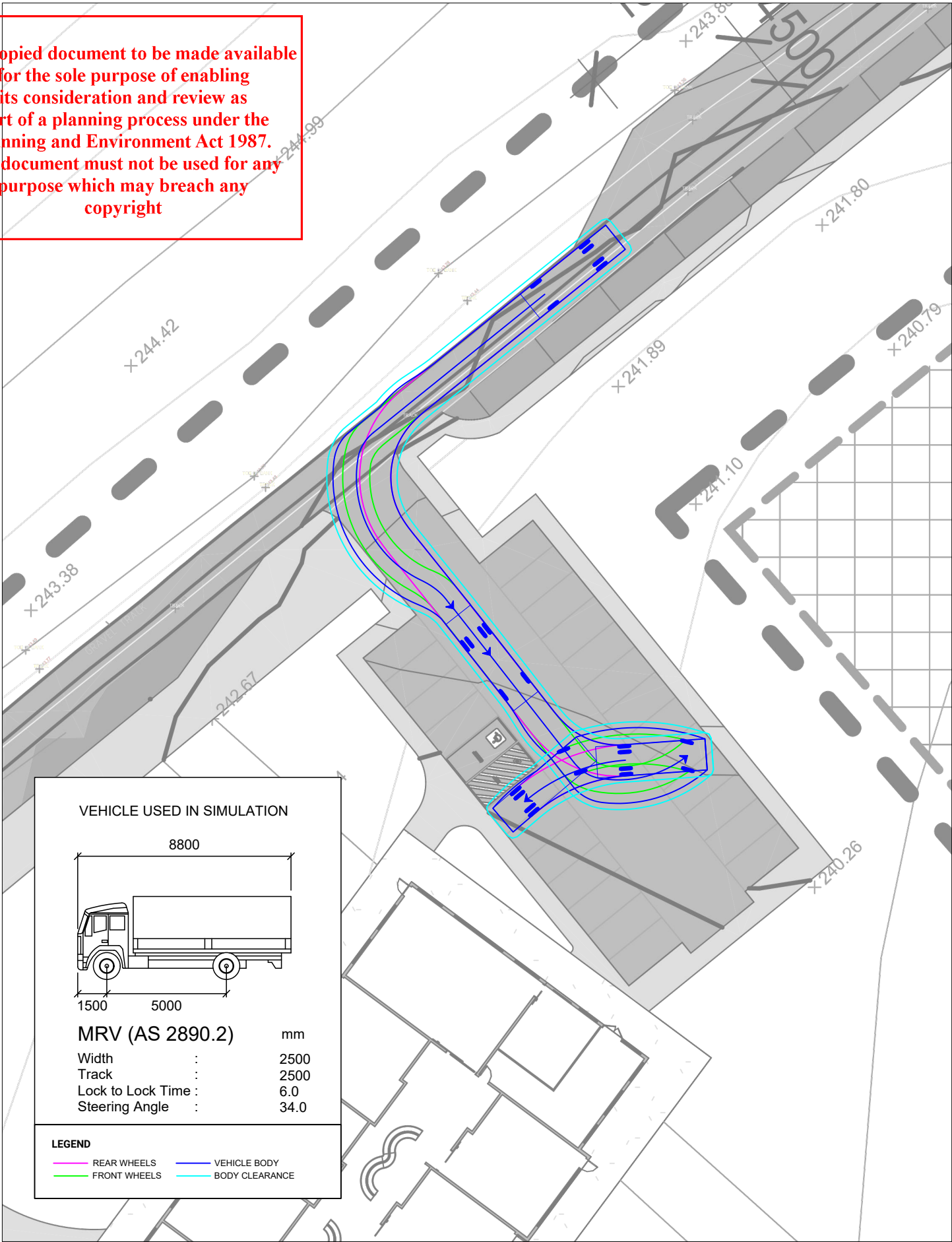
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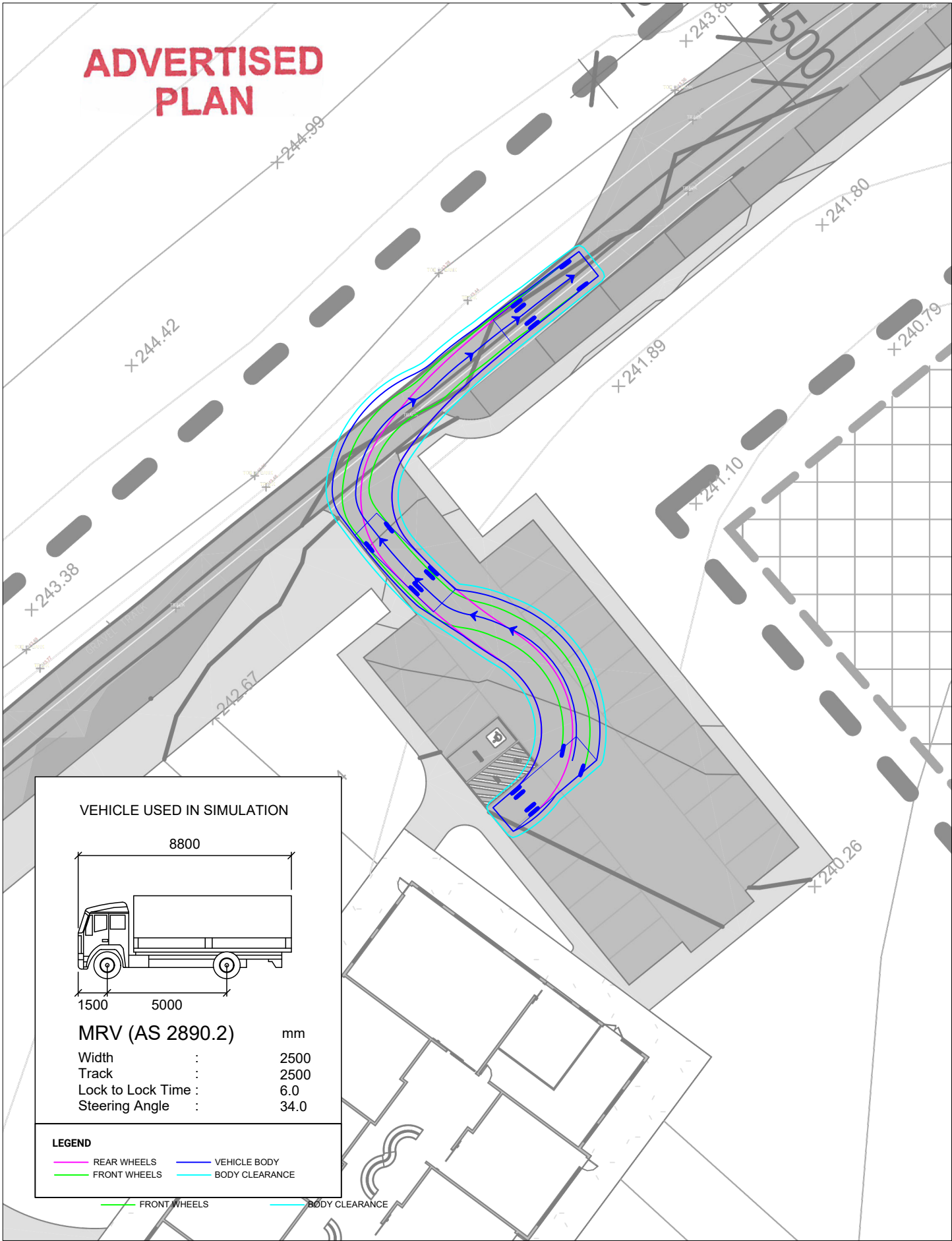
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