Amber

Traffic & Transportation Direction

Primary School

1-3 Gloucester Crescent, Shepparton

Traffic Impact Assessment

April 2026

Reference: 1628 rep 260410 final

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Traffic Impact Assessment

Prepared for: Mohammad Moniruzzaman

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1. Introduction

Amber Organisation has been engaged by Mohammad Moniruzzaman to advise on the traffic and parking matters of the proposed primary school located at 1-3 Gloucester Crescent, Shepparton.

The site is currently occupied by a place of assembly (church) and is proposed to be converted to a primary school. The school would accommodate up to 150 students from Prep to Grade 5 and would operate with a maximum of 12 staff. The site is currently provided with 23 car parking spaces accessed via King Street, with no changes proposed to the parking and access arrangements as part of the proposal.

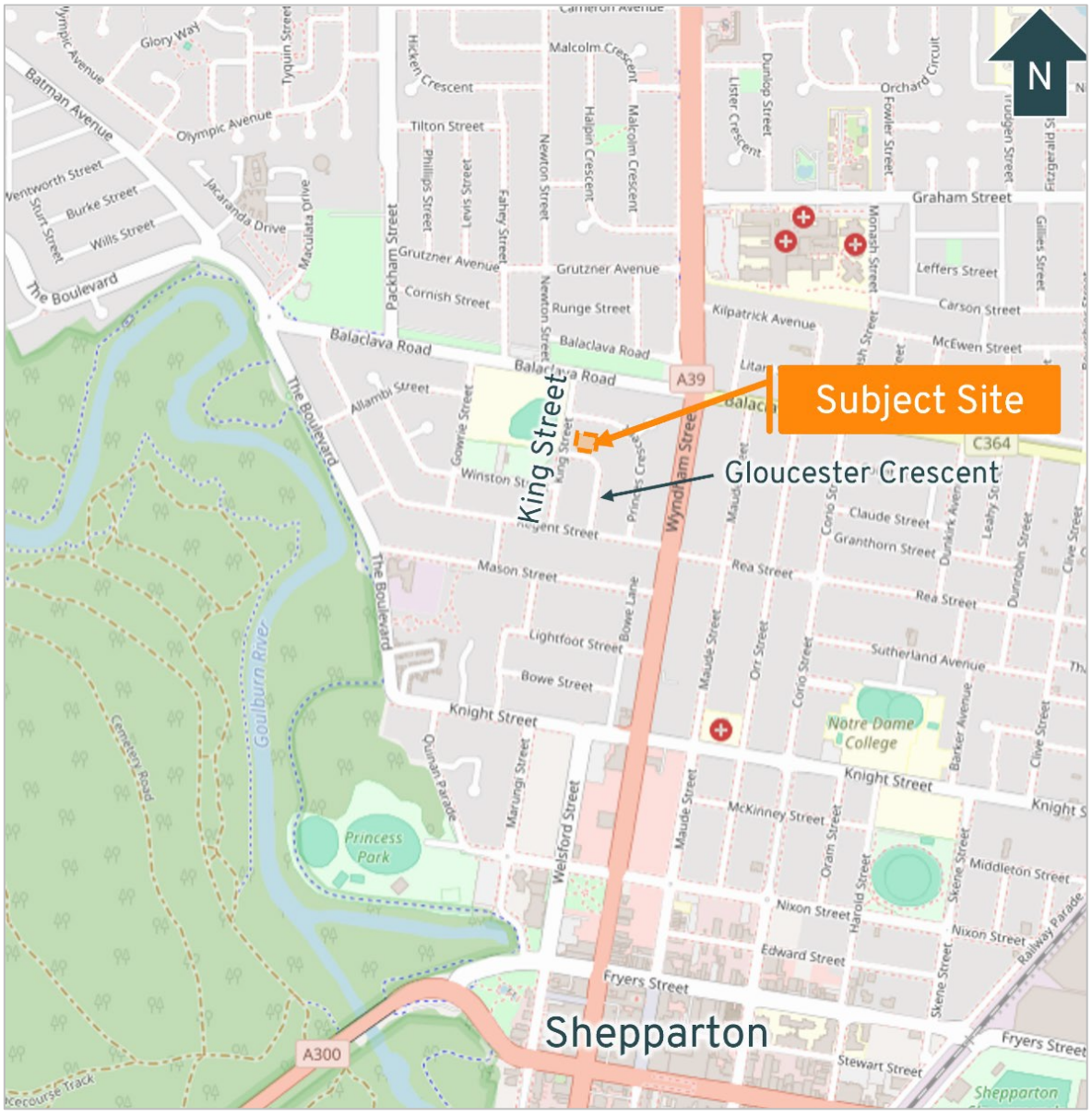
This report has been prepared to address the traffic and parking impacts of the proposed development. It is based on observations at the site and our experience of similar developments elsewhere.

2. Existing Conditions

2.1 Site Location

The site is located on the northeastern corner of the intersection of King Street and Gloucester Crescent, in Shepparton. Figure 1 shows the location of the site in relation to the surrounding transport network.

Figure 1: Site Location



Source: OpenStreetMap

The site and the surrounding area to the north, east, and south are zoned *RGZ – Residential Growth Zone* and is primarily occupied by residential use. The area to the west is zoned *PUZ2 – Public Use Zone-Education* and is occupied by Gowrie Street Primary School Shepparton. The area to the south-west is zoned *C1Z – Commercial 1 Zone* and is occupied by local shops. The area further to

the south-west is zoned *GRZ – General Residential Zone* and is occupied by the Shepparton Croquet Club and a park.

The site was previously utilised as a church and is occupied by a building and car park which provides 23 car parking spaces accessed via King Street.

Figure 2 shows an aerial photograph of the site and the surrounding area. The figure illustrates that the surrounding area consists of low-density residential housing, local shops, and a primary school.

Figure 2: Aerial Photograph

Source: Nearmap

2.2 Road Network

Gloucester Crescent is a local road that runs in a general northwest-southeast alignment between King Street and Regent Street. It has a sealed carriageway with a width of approximately 8.0 metres which accommodates two-way vehicle movement and kerbside parallel parking. The default speed limit of 40 km/hr applies along the road and footpaths are provided on both sides.

King Street is a local road that runs in a general north-south alignment between Balaclava Road and Regent Street. It has a sealed carriageway with a width of approximately 8.0 metres which accommodates two-way vehicle movement. Adjacent to the strip of small shops, it has angled two-hour parking and has unrestricted parallel parking elsewhere. A default speed limit of 50 km/hr applies along the road excluding north of Gloucester Crescent where a 40km/hr speed limit applies.

King Street / Gloucester Crescent is a priority-controlled T-intersection with right of way for vehicles on King Street. No 'Give Way' signage or line marking is provided for vehicles exiting Gloucester Crescent.

2.3 Parking Conditions

On-street unrestricted parallel parking is available on both sides of Gloucester Crescent and King Street. Two-hour angled parking is available along one side of King Street adjacent to the shopping strip. Review of the recent aerial images indicate that the demand for on-street parking in the nearby area under existing conditions is low.

2.4 Sustainable Transport

The nearest bus stop is located approximately 450 metres west of the site at Gowrie St Primary School/18 Gowrie St. Bus services 1 Shepparton – Parkside Gardens via GV Health and 2 Shepparton – Parkside Gardens via The Boulevard operate hourly at this stop Monday to Saturday.

2.5 Crash History

Amber has conducted a review of the DTP Crashstats database for all casualty crashes within the following search area:

- The entirety of King Street and Gloucester Crescent; and
- All associated intersections.

The crash database provides the location and severity of all injury and fatal crashes for the most recent available five-year period which is currently from 2021 to 2025.

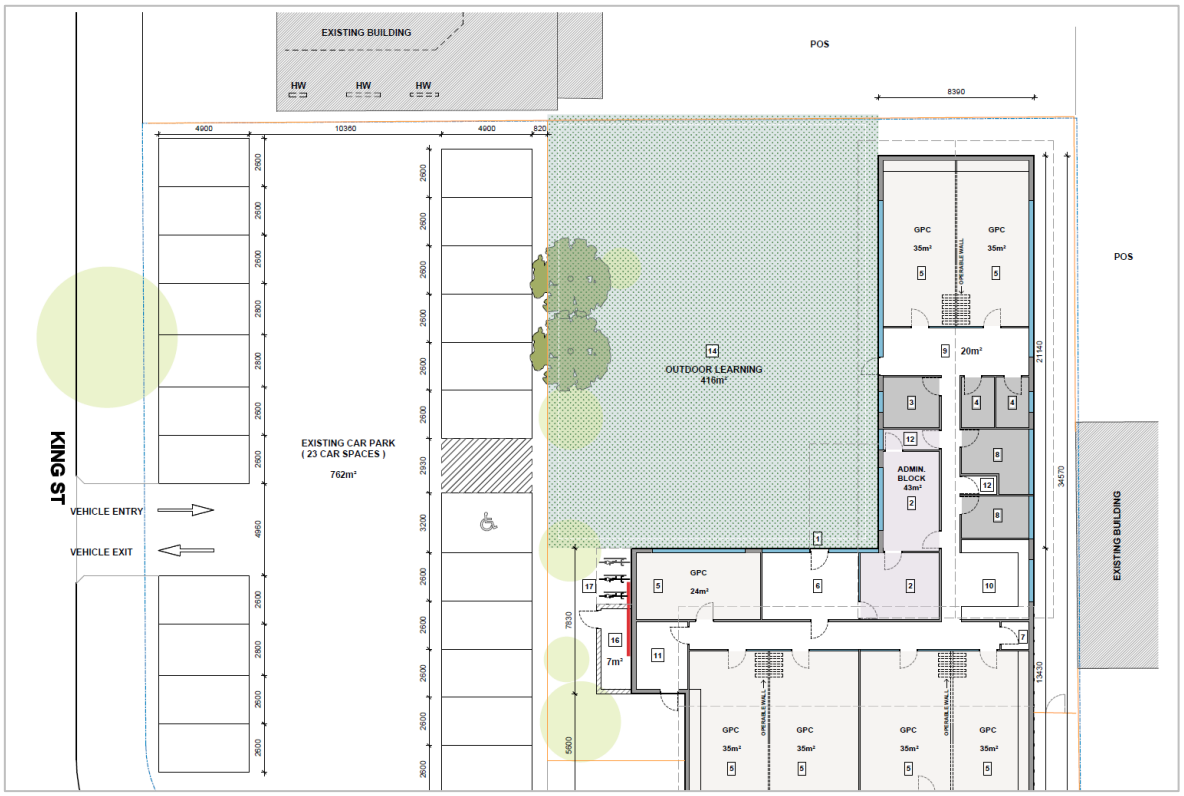
There were no crashes recorded within the survey area during the time period identified. As such, it is concluded that the road network is currently operating in a safe manner.

3. The Proposal

The proposal would convert the existing Macedonian Community Cultural Heritage Society of Shepparton and District located at 1-3 Gloucester Crescent, Shepparton, to a primary school. The school would accommodate up to 150 students from Prep to Grade 5 and would operate with a maximum of 12 staff. The site is currently provided with 23 car parking spaces accessed via King Street, with no changes proposed to the parking and access arrangements as part of the proposal.

Figure 3 shows the proposed layout of the site.

Figure 3: Site Layout



Source: Mohammad Moniruzzaman

The proposed operating times are outlined below:

- Staff are expected to access the site between 8:00am and 4:00pm.
- Class times would be between 8:30am and 3:00pm.

Three bicycle hoops (six spaces) are proposed near the entrance to the site to accommodate the staff and student bicycle parking demand.

Waste collection is proposed to continue to be undertaken via on-street Council services and any loading is anticipated to be undertaken within the on-site car park.

4. Car Parking Assessment

4.1 Statutory Parking Requirement

Table 1 of Clause 52.06 of the Planning Scheme specifies the parking requirement for different land uses based on the land category identified in the *Car Parking Requirement Maps*. The site is located within Category 1 and has a subsequent parking requirement of 1 space to each employee. The primary school is expected to operate with a maximum of 12 staff which generates a parking requirement of 12 spaces.

The site is currently provided with 23 car parking spaces and no changes are proposed to the parking layout. Subsequently, the car parking provision greatly exceeds the parking requirement.

4.2 Car Park Allocation and Design

No changes are proposed to the car park layout which currently provides 23 spaces accessed via a crossover to King Street.

The parking spaces have a typical width of 2.6 metres and a length of 4.9 metres, accessed via a wide aisle width of 10.36 metres. It is noted that one parking space has a width of 3.2 metres and an adjacent shared area near the entrance to the building which has historically operated as a disabled parking space. The disabled space dimensions comply with an older Standard but is considered to meet the intent and parking dimensions of the disabled parking requirements set out in AS 2890.6:2022.

The access to King Street has a width of 4.96 metres which exceeds the dimensional requirements for a single lane driveway.

Overall, it is considered that the current car park design is acceptable given its previous use as part of the operation of the church. The parking space widths comply with the Planning Scheme and the wide aisle and driveway widths are expected to allow for easy access by future users of the site.

It is proposed to allocate 12 of the northernmost spaces for staff with the remaining spaces able to be utilised by parents for pick-up and drop-off to limit the use of on-street parking in the area.

5. Bicycle Parking

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirements for different land uses. A primary school requires the following bicycle parking provision:

- 1 space to each 20 employees, and
- 1 space to each 5 pupils over year 4.

The primary school would cater for students up to Grade 5. Assuming an even distribution between the six year levels (including Prep) it is assumed that the school could cater for 25 Year 5 students and would subsequently generate a student bicycle parking requirement of 5 spaces.

The school would also generate a requirement for one staff space given the school is expected to operate with up to 12 staff.

Three bicycle hoops (six spaces) are proposed near the entrance to the site to accommodate the staff and student bicycle parking demand. Therefore, the proposed parking provision exceeds the bicycle parking requirement of the Planning Scxheme.

The bicycle parking spaces have been designed in accordance with the dimensional requirements of AS 2890.3:2015.

6. Loading Arrangements

Any loading for the school is expected to be undertaken by smaller vehicles such as vans. These vehicles are expected to primarily access the site during off-peak times when there would be ample on-site car parking given the provision of 23 spaces with only 12 staff on-site at any time.

A Waste Management Plan has been prepared by Melbourne Sustainability Consultants which indicates that waste would be collected by Council services as currently occurs for the site.

Accordingly, the loading and waste collection arrangements for the site are considered appropriate.

7. Traffic Assessment

7.1 Traffic Generation

In order to determine the potential traffic generation for the primary school a review has been undertaken of suitable data sets that reflect the future operation of the site.

The TfNSW Guide to Transport Impact Assessment (the Guide) provides a range of traffic generation rates for schools which are based on a detailed study of 22 schools undertaken in 2014. Of these schools, eight are located within regional towns which are considered reflective of Shepparton whereby the majority of staff and students would drive to school.

The trip generation rates for regional schools within the Guide are as follows:

- AM Peak – 1.2 trips per student
- PM Peak – 1.0 trips per student

It is noted that the number of trips generated by staff is included within the above rates. It is also noted that a trip is a vehicle accessing or exiting the site. For example, a parent dropping off a child by car generates two one-way vehicle trips (one inbound and one outbound).

Based on our experience with other schools throughout Australia, including within Victoria, it is considered that the rates outlined within the Guide provide a reasonable estimate of the future traffic generation for the site given the regional location of the site, limited access to public transport, and surrounding residential catchment.

Based on a maximum of 150 students, the school is estimated to generate the following traffic volumes noting that the traffic volumes are expected to be distributed evenly between inbound and outbound movements whereby all parents dropping-off or picking-up their children arrive and depart in the peak hour.

Table 1: Traffic Generation

Direction	AM Peak	PM Peak
Inbound	90	75
Outbound	90	75
Total	**180**	**150**

Accordingly, the proposal is expected to generate 180 vehicle trips in the morning peak hour and 150 vehicle trips in the evening peak hour.

7.2 Traffic Distribution

Vehicles accessing the site are able to do so via King Street to the north and south, or via Gloucester Cresent. The majority of vehicles would then travel via Balaclava Road and Regent Street to access the arterial road network (Wyndham Street / Goulburn Valley Highway). For the purposes of this assessment, it has been assumed that 80% of vehicles access the site via Wyndham Street.

The resulting distribution of traffic on the road network is shown within Figure 4 and Figure 5 for the morning and evening peak hours respectively.

Figure 4: Morning Peak Hour Site Traffic Volumes

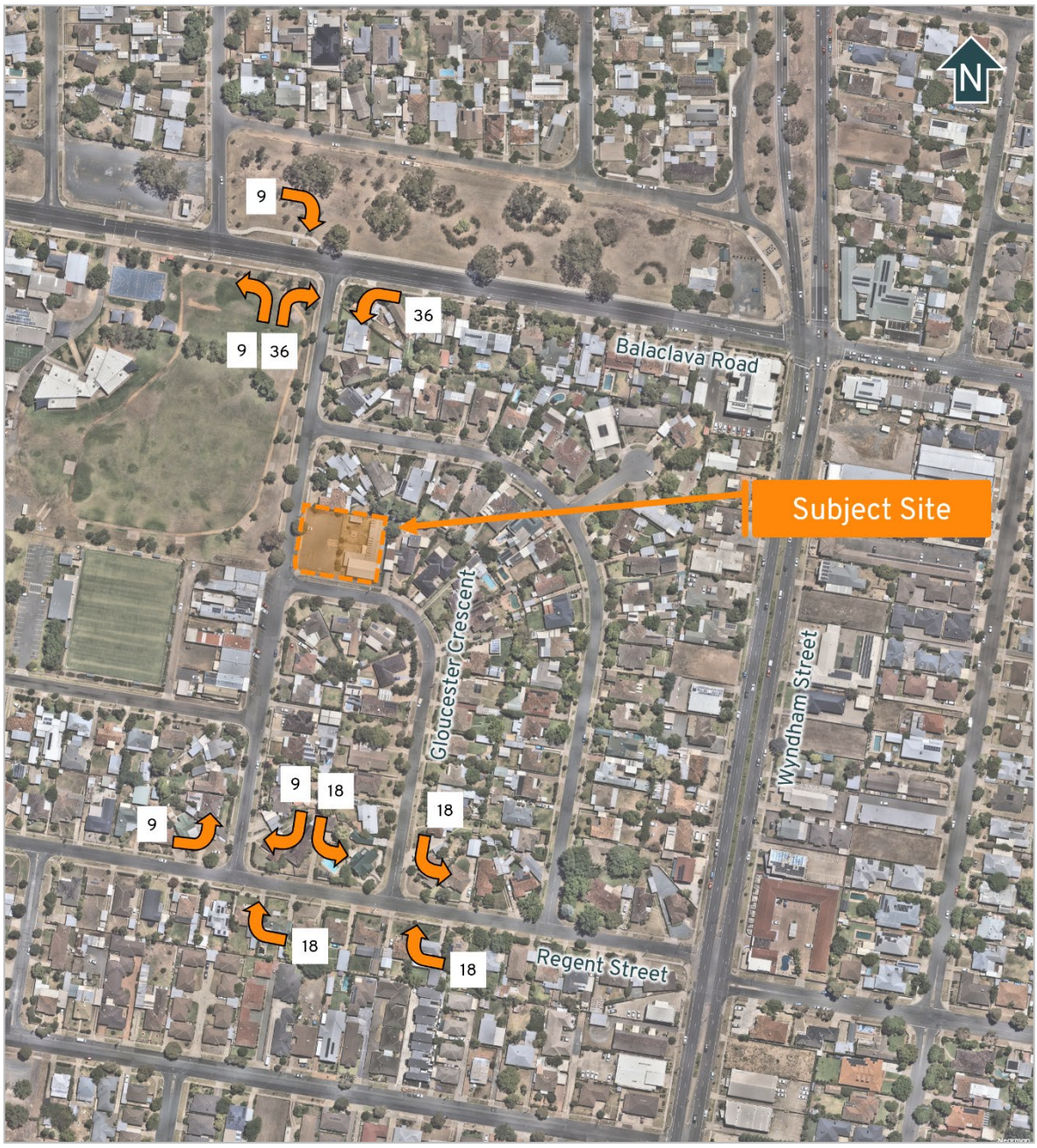


Figure 5: Evening Peak Hour Site Traffic Volumes

Based on the school starting time of 8:30am and finishing time of 3:00pm, the peak hours are expected to be at 8:00am and 3:00pm.

7.3 Traffic Assessment

The traffic volumes presented above show that traffic generated by the primary school would be distributed on the wider road network rather than being required to travel via a single intersection. Subsequently, the highest increase in traffic is expected to occur at the intersection of King Street and Balaclava Road which would be expected to accommodate up to 90 and 76 vehicles per hour in the morning and evening peak period.

It is noted that additional vehicles would also travel through the intersection of King Street and Gloucester Crescent but this has not been depicted as this would vary depending on the number of parents that choose to park on-street.

Traffic associated with schools is typically limited to a short period during pick-up and drop-off with any impacts at other times being negligible. The existing traffic volumes in the surrounding area are expected to be low and subsequently the minor increase in traffic associated with the primary school is expected to be able to be readily accommodated on the surrounding road network in a safe manner.

8. Conclusion

The proposal would convert the existing place of assembly located at 1-3 Gloucester Crescent, Shepparton, to a primary school. The school would accommodate up to 150 students from Prep to Grade 2 and would operate with a maximum of 12 staff. The site is currently provided with 23 car parking spaces accessed via King Street, with no changes proposed to the parking and access arrangements as part of the proposal.

Based on the above assessment, the following conclusions are provided:

- The proposal generates a car parking requirement of 12 spaces and as 23 spaces are provided on-site the car parking provision exceeds the parking requirement.
- No changes are proposed to the car park layout and it is considered that the current car park design is acceptable given its previous use as part of the operation of the church.
- The proposal generates a requirement to provide one staff bicycle space and five student bicycle spaces. Three bicycle hoops (six spaces) are proposed near the entrance to the site to accommodate the staff and student bicycle parking demand.
- Waste collection is proposed to continue to be undertaken via on-street Council services and any loading is able to be accommodated within the on-site car park.
- The primary school is expected to generate up to 180 vehicle trips in the morning peak hour and 150 vehicle trips in the evening peak hour. The traffic volumes are distributed on the wider road network which current experiences a low level of traffic and is able to accommodate the project traffic in a safe manner.

Therefore, it is concluded that the traffic and parking aspects of the proposed development are satisfactory, and the development will have a minimal impact on the surrounding parking and transport environment.