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Our Reference: G31830L-01C

25<sup>th</sup> September, 2025

Pared Victoria Ltd  
19 Horswood Road,  
Narre Warren North VIC 3804

Attention: Leon Holewa

## ADVERTISED PLAN

### **19-23 Horswood Road, Narre Warren North – Approved School Traffic Engineering Assessment**

Further to your recent email correspondence, please find our review of the proposed amendment to the approved school development at 19–23 Horswood Road, Narre Warren North. The proposal seeks to update operational conditions of the permit to align with the school's requirement by increasing student numbers in Stage 1a & 1b.

### **Background and Proposal**

#### **Current Planning Permit**

A current Planning Permit (Permit No. PA2302660, dated 18<sup>th</sup> November 2024) at 19-23 Horswood Road, Narre Warren North permits a new primary and secondary school (Years 3 to 12) on the subject site.

The school will provide the following traffic engineering features:

- 85 car spaces, comprising:
  - 13 parallel drop-off/pick-up spaces across the two car parking areas.
  - 72 car spaces, including 2 DDA car spaces.
- 3 bus bays within the front setback of the site.
- 80 bicycle spaces.

The school was approved to proceed in two stages. Stage 1, students are transported to the school by bus. There are three bus bays proposed within the front setback that will allow private school buses to drop-off and pick-up students. Stage 1 was proposed to accommodate up to 153 students and 19 staff members on-site.

In Stage 2, students can be transported by parents via private cars.

The trigger for this change in student mode of travel is the installation of new traffic lights at the Horswood Road/Belgrave-Hallam Road intersection facilitating an increase in turning movement capacity at the intersection. These were to be operational at the onset of Stage 2.

Staff and student numbers will progressively increase as set out in the table below.

*Table 1: Approved Development Staging of the School*

Year	Students	Staff
2024 (Commence development/Stage 1)	0	0
2025	129	17
2026	153	19
2027 (Onset of Stage 2 – traffic signals operational)	189	22
2028	213	24
2029 onwards	239	27

**Proposed Amendment**

The proposed amendment seeks to modify operational conditions related to maximum staff and student numbers per stage.

A secondary consent has been granted to allow for a revised staging arrangement comprising Stage 1a, Stage 1b and Stage 2. Accordingly, the conditions of the planning permit are to be updated to reflect the revised staging and associated student and staff numbers, as outlined below:

- **Stage 1a** – up to 189 students and 22 staff (increase of 36 students), with bus-only transport arrangements.
- **Stage 1b** – up to 239 students and 27 staff (increase of 86 students), also bus-only transport.
- **Stage 2** – up to 239 students and 27 staff (no change), with parent drop-off permitted following the completion of the signalised intersection works.

Consistent with the approved development scheme, Stage 1 will involve student drop-off exclusively via a dedicated school bus service only. Stage 1a will operate in the same manner as the originally approved Stage 1, with a slight increase in student numbers to 189 from 153 students (increase of 36 students) and 22 staff members. All students will be transported to and from the site via the school bus service, while staff will travel to the site independently.

Stage 2 will remain unchanged from the approved scheme. This stage allows for parent drop-off and pick-up of students following the completion of the signalised intersection at Horswood Road and Belgrave-Hallam Road. Under Stage 2, the school will operate at its maximum approved capacity of 239 students and 27 staff members.

This amendment now proposes that Stages 1a and 1b, which will operate under the same transport conditions, i.e., student drop-off and pick-up via the school bus service only. However, Stage 1b proposes an increase in student numbers to the full approved capacity



(239 students), while staff numbers will remain at the approved maximum (27 staff members).

Similar with the current permit approval, staff and student numbers will progressively increase, the indicative staging is set out in the table below. The timeline is tentative and subject to change based on the scheduling of onsite and intersection works.

*Table 2: Indicative Development of the School*

Year	Students	Staff
2024	0	0
2025	129	17
2026	161	19
2027	189	22
2028	213	24
2029 onwards	239	27

Vehicle access via Horswood Road and pedestrian access arrangements will remain consistent with the approved scheme. On-site waste collection will continue to occur outside of school peak hours, in accordance with existing approved arrangements. Additionally, the number of bicycle parking spaces, car parking spaces, and the overall car park layout will remain unchanged.

A copy of the relevant amended staging plans have been prepared by Cullen Architects (dated September 2025) is provided at Appendix A.

### **Change in Traffic Generation**

Under Stage 1(a & b), students will travel to and from the site via private buses organised by the school until such time that the required intersection is constructed. Parents will only be permitted to drop children off or pick them directly from the school outside of regular start and finish times of 8-9am and 3-4pm when the bus service is not operating. Examples of this is when a child is completing extra-circular activities or in after-school care. Accordingly, the number of parents completing these trips will be low for a small number of students, outside of school peak times and spread over time. Accordingly, we have not analysed these activities further.

Utilising the previously approved traffic generation rates, as outlined in the original Town Planning Application Report (Ref: 31830R-01E, dated 9<sup>th</sup> July 2024), a first-principles assessment has been undertaken.

Assuming, no more than three buses will be required to transport the proposed students under Stage 1(a & b), based on a 25 seater bus.

We have assumed that all staff members will drive to the site separately as part of Stage 1b and that these trips occur during the 'school peaks' of 8-9am and 3-4pm, i.e. in the



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peak hours under Stage 1b the staff members will produce 27 vehicle trips per peak. This is very conservative as some staff will arrive before 8am and many staff would leave later than 4pm.

The level of additional traffic relating to this amendment to the stages will be low and is outlined in the table below.

*Table 3: Development Traffic Volumes*

Units	Quantity	Peak Hour Traffic Generation Rate	AM Peak hour		PM Peak hour	
			IN	OUT	IN	OUT
<b>Approved Staging</b>						
<b>Approved Stage 1</b>						
Students	153	2 trips per 25 students	6	6	6	6
Staff	19	1 trip per staff member	19	0	0	19
<b>Stage 2</b>						
Students	239	AM peak hour – 0.90 trips per student PM peak hour – 0.65 trips per student	108	108	78	78
Staff	27	1 trip per staff member	27	0	0	27
<b>Amended Staging</b>						
<b>Stage 1a - students by bus only</b>						
Students	189	2 trips per 25 students	8	8	8	8
Staff	22	1 trip per staff member	22	0	0	22
Change	+36 students +3 staff		+7 trip ends		+7 trip ends	
<b>Stage 1b - students by bus only</b>						
Students	239	2 trips per 25 students	9	9	9	9
Staff	27	1 trip per staff member	27	0	0	27
Change	+86 students +9 staff		+14 trip ends		+14 trip ends	
<b>Stage 2 - parents allowed to drop off directly at school</b>						
Students	239	AM peak hour – 0.90 trips per student PM peak hour – 0.65 trips per student	108	108	78	78
Staff	27	1 trip per staff member	27	0	0	27
Change	No Change		No Change		No Change	

Under Stage 1b (prior to the construction of the signalised intersection at Horswood Road and Belgrave-Hallam Road), it is anticipated that there will be an increase of 14 additional trip ends during each of the school's peak hours (in the unlikely event staff all arrived or left within the same hour as the student buses). This additional traffic volume is not significant.

Stage 2 remains unchanged from the approved scheme, with its traffic generation remaining consistent with the previously approved assessment and does not require further reassessment.



**Conclusions**

We are satisfied that the proposed amendment to alter student numbers in Stage 1a & 1b, for bus drop off only, will not result in any material traffic impacts. The additional bus movements associated with transporting students under Stage 1a & 1b can be accommodated within the surrounding road network, including at the Horswood Road/Belgrave-Hallam Road intersection, with sufficient capacity to support the proposed operations.

Should you have any questions regarding the above, please feel free to contact the undersigned at Traffix Group.

Kind regards,



TRAFFIX GROUP PTY LTD  
LEIGH FURNESS  
Director

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# Appendix A

## Development Plans

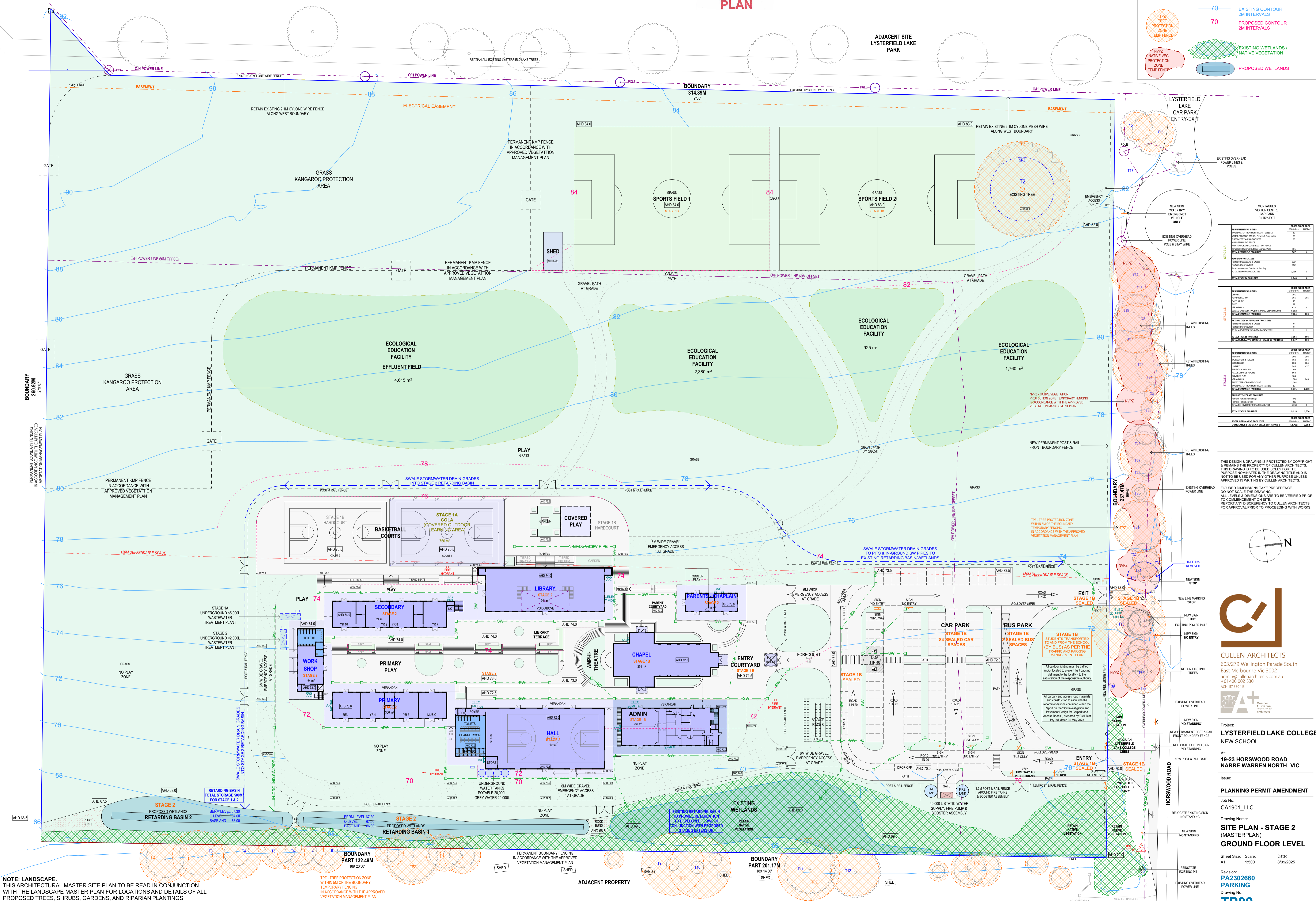
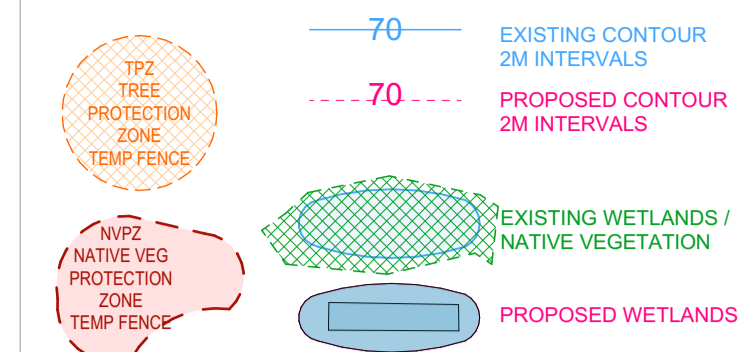
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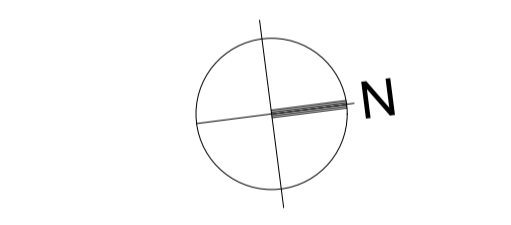
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## LEGEND



STAGE	PERMANENT FACILITIES	GRASS FLOOR AREA (m <sup>2</sup> )	PERM FENCE (m)
STAGE 1A	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
STAGE 1B	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
STAGE 2	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0
	Retention Existing Trees	0	0

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Project:  
**LYSTERFIELD LAKE COLLEGE  
 NEW SCHOOL**

At:  
**19-23 HORSWOOD ROAD  
 NARRE WARREN NORTH VIC**

Issue:  
**PLANNING PERMIT AMENDMENT**

Job No:  
**CA1901\_LLC**

Drawing Name:  
**SITE PLAN - STAGE 2  
 (MASTERPLAN)  
 GROUND FLOOR LEVEL**

Sheet Size: Scale: Date:  
 A1 1:500 6/08/2025

Revision:  
**PA2302660  
 PARKING**

Drawing No:  
**TP09**

**NOTE: LANDSCAPE.**  
 THIS ARCHITECTURAL MASTER SITE PLAN TO BE READ IN CONJUNCTION WITH THE LANDSCAPE MASTER PLAN FOR LOCATIONS AND DETAILS OF ALL PROPOSED TREES, SHRUBS, GARDENS, AND RIPARIAN PLANTINGS

TPZ - TREE PROTECTION ZONE WITHIN 5M OF THE BOUNDARY TEMPORARY FENCING IN ACCORDANCE WITH THE APPROVED VEGETATION MANAGEMENT PLAN

ADJACENT PROPERTY