

MEMO

201 Sayers Road, Truganina

Response to Request for Further Information

To Annie Salter
Company Fontic

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Introduction

An application was submitted to construct a new building at Al-Taqwa College, located at 201 Sayers Road, Truganina. The application also included a proposal to install new car parking spaces at the south-eastern corner of the site. Subsequently, the Department of Transport and Planning (DTP) made a Request for Further Information (RFI) stating the following:

'How [will] the new car parking area/access be managed, in particular to avoid conflicts with the [adjoining] play area.'

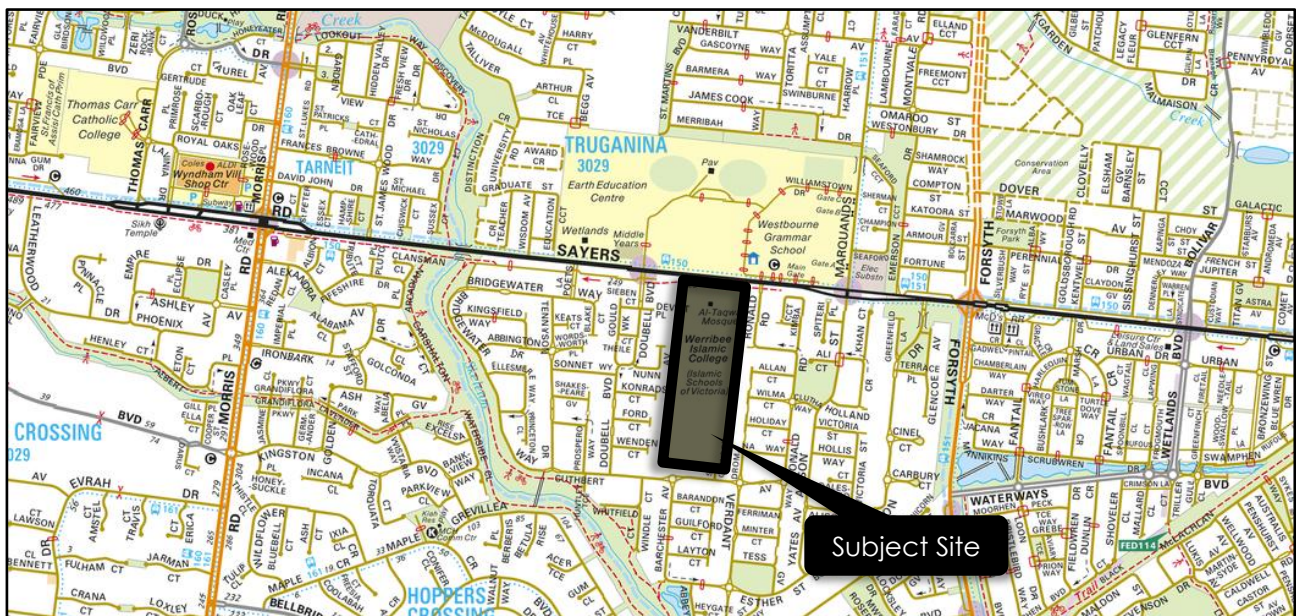
Consequently, **onemilegrid** has been requested by Fontic to undertake a design review of the proposed car park in response to the above RFI.

As part of this assessment the architectural plans have been inspected with due consideration of the development proposal, and relevant background information has been reviewed.

Existing Conditions

The [subject site](#) is addressed as 201 Sayers Road, Truganina, and is located on the south side of Sayers Road opposite Westbourne Grammar School, as shown in Figure 1.

Figure 1 Site Location



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The site is currently occupied by Al-Taqwa College providing both primary and secondary schooling.

The site is accessible via Sayers Road with three crossovers (two exits and one entry). In addition, the site is also accessible via a two-way crossover to Sieben Court.

On-site car parking is provided throughout the site, with the main car park located in the north-west corner.

The car parks are connected via an internal access road which circulates around the east, south and west boundaries of the site.

In addition, a drop-off/pick-up area is located at the north of the site.

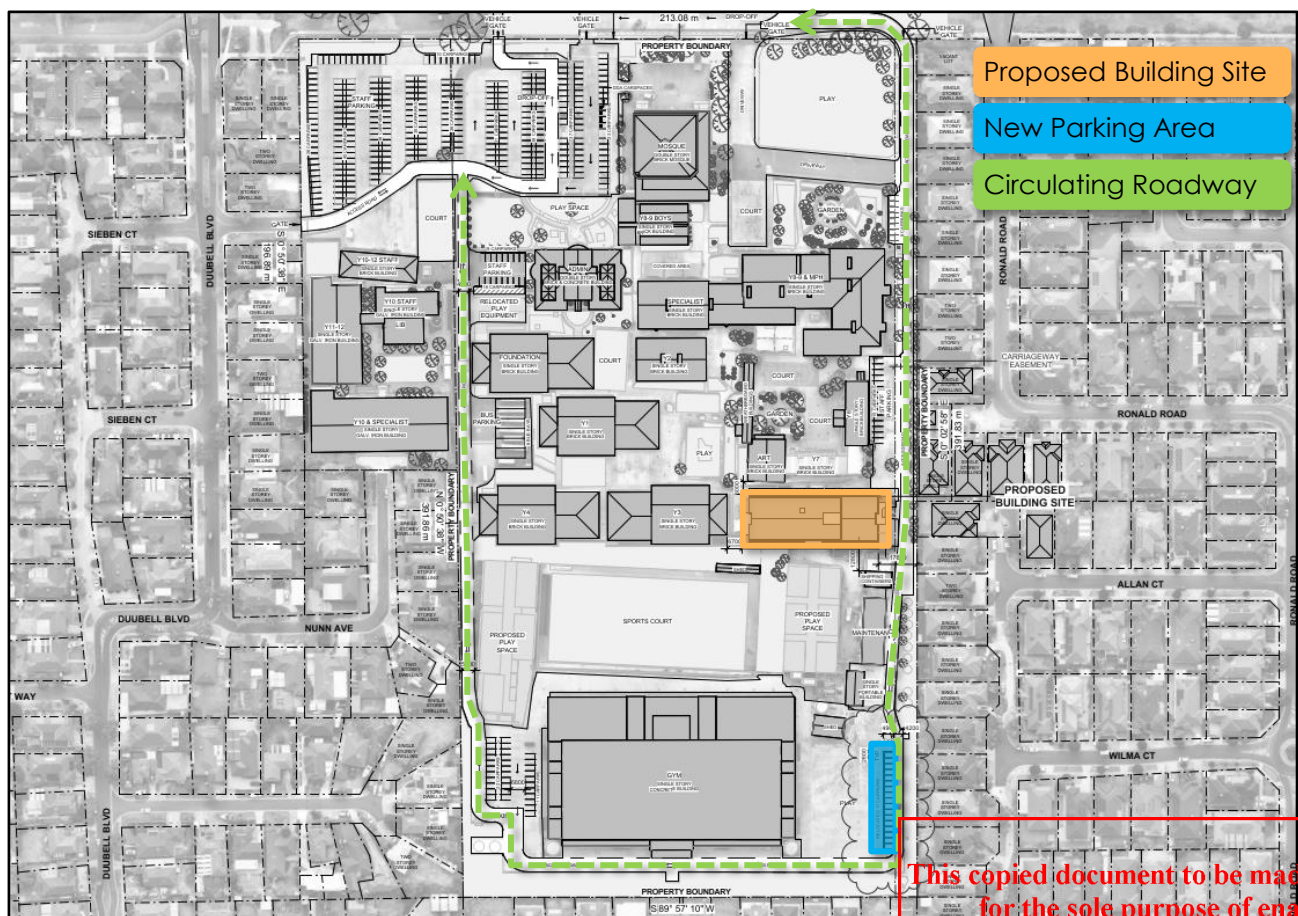
Land use in the immediate vicinity of the site is primarily residential in nature, and includes Westbourne Grammar School and Alison Street Playground.

Development Proposal

The proposed works contemplate a new building in the place of an existing car park (and other older buildings) on the eastern side of the site. The new building will result in the removal of 17 parking spaces.

The loss of these parking spaces will be supplemented by a new parking area in the south-east corner of the site. The location of the existing and proposed car parking areas at the subject site is shown below in Figure 2. The proposed car park area will be accessible via the existing internal road that connects all car park areas on the site.

Figure 2 On-Site Car Parking Supply



It should be noted that the proposed car park area is located adjacent to an existing play area.

Design Assessment

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed car park with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

Design Standard 1: Accessways

The access to the site and proposed car park area will be unchanged by the proposal. All current traffic that utilises the internal access road, including buses, will be able to circulate the site.

Consequently, the access to the proposed car park area is considered satisfactory.

Design Standard 2: Car Parking Spaces

The car parking spaces are designed with dimensions in accordance with Clause 52.06 of the Planning Scheme, with dimensions of 2.6m wide, 4.9m long and accessed from an aisle width of no less than 6.4m.

The provision of 17 new parking spaces will ensure no net loss of car parking as part of the proposed development works.

The proposed car parking design is considered acceptable.

Response to RFI Condition

As mentioned above, DTP's RFI stated the following:

'How [will] the new car parking area/access be managed, in particular to avoid conflicts with the [adjoining] play area.'

To ensure there is no conflict between vehicles parking in the proposed parking area and users of the adjacent play area, it is proposed to install temporary fencing to physically separate the two spaces. The temporary fencing will be set back 2m from the end of the parking spaces to permit pedestrians travelling from the parked vehicles to walk between the vehicles and the fence.

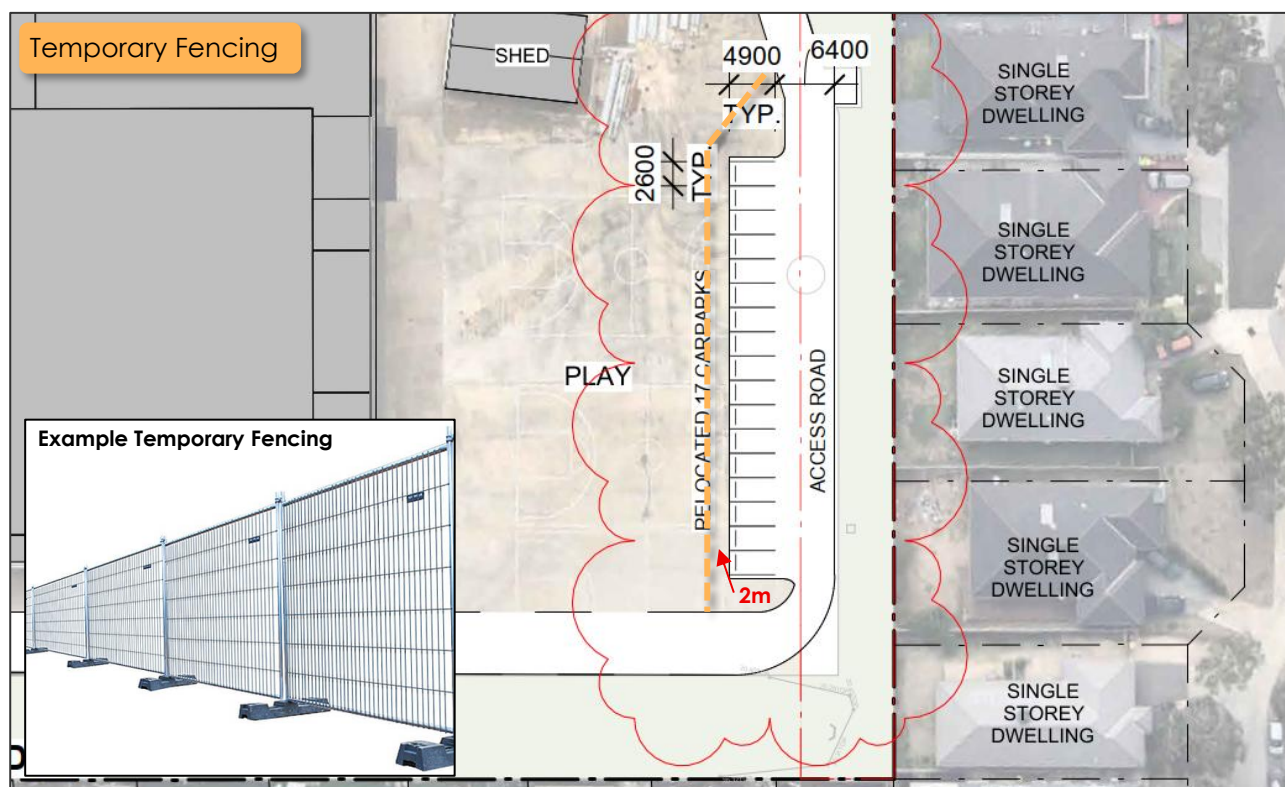
In doing so, children using the playground will not be able to access the proposed car parking area and will be at no risk of coming into conflict with vehicles parking in the car park area.

The location for the suggested fence location and an example product is shown in Figure 3. The specific fencing product will be subject to further investigation from the school and suit other products used on the site.

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Figure 3 Temporary Fence Location



Conclusion

The proposed car parking area's dimensions satisfy the relevant Clause 52.06 design standards and are considered satisfactory.

In addition, it is proposed to install temporary fencing to physically separate the proposed car park area and the neighbouring playground. As such, the risk of conflict between vehicles parking in the car park area and children using the playground is mitigated.

There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Please do not hesitate to contact Julian Stone should you wish to discuss the above.

Regards



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